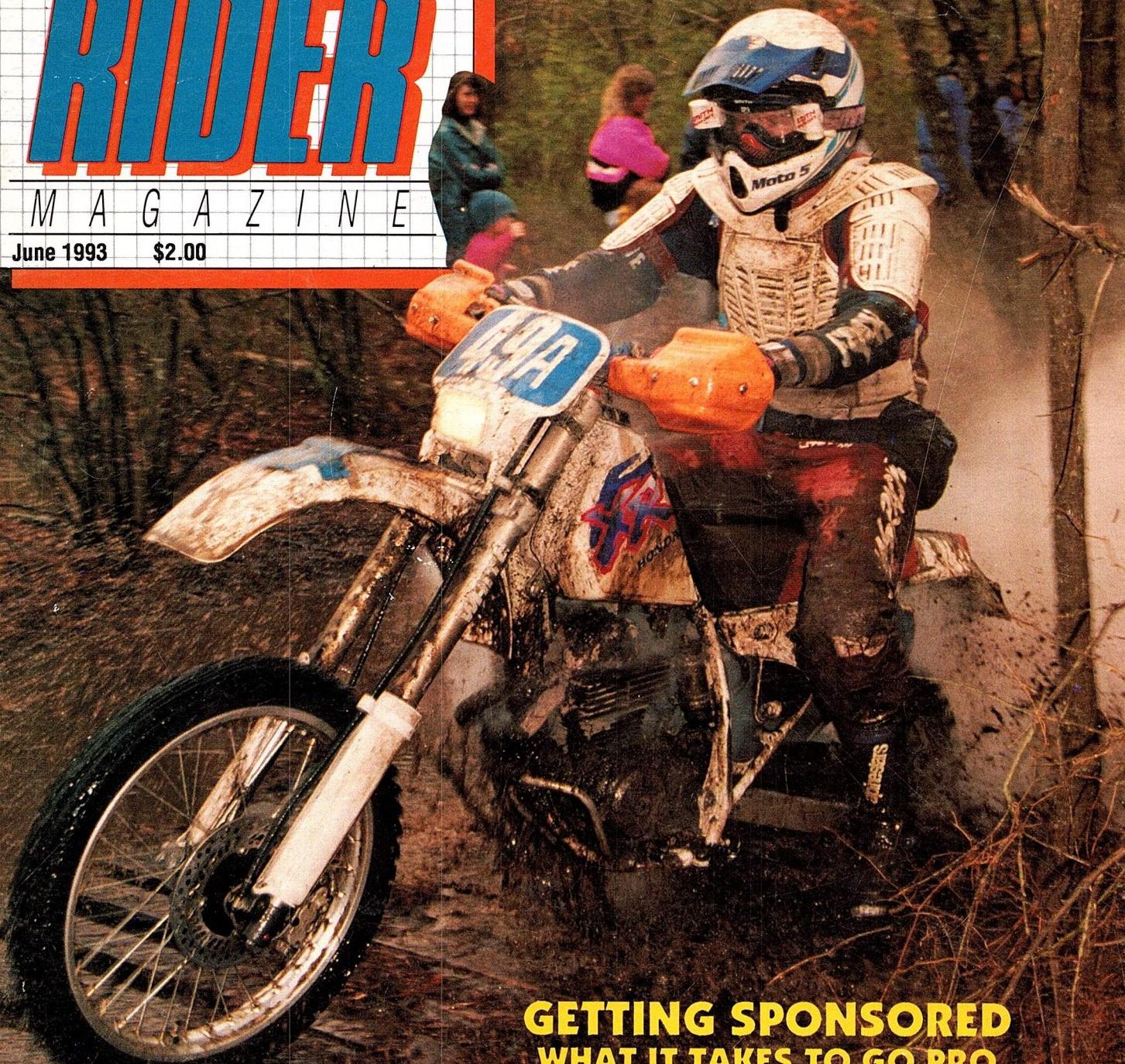


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MAGAZINE

June 1993 \$2.00



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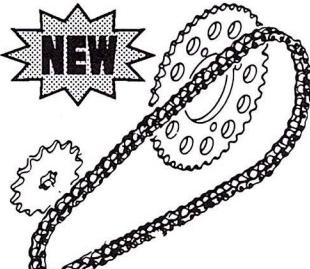
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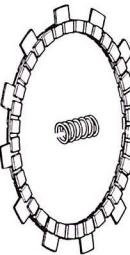
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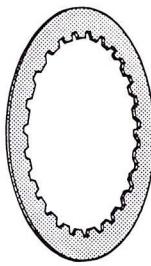
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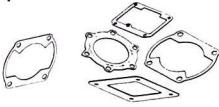
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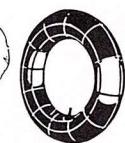
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TRAIL RIDER

MAGAZINE

On the cover: One of the great joys of early season enduro riding is the chance to flog yourself for miles through an awful lot of water. The Greenbrier enduro was the start of a local pallet shortage that New Jersey still hasn't recovered from. TR photo.

June 1993
Volume 23 Number 6

Paul Clipper
Bossman

Kevin Hines
Tech Help

Dan Anderson
Midwest Editor

Mark Uth
Technical Editor

Mike Snyder
New England Editor

Eric Bergman
Merril Hoekstra
Shawn McKenna
Contributors

Nancy Clipper
Managing Editor

**Editorial and
Subscription Address**
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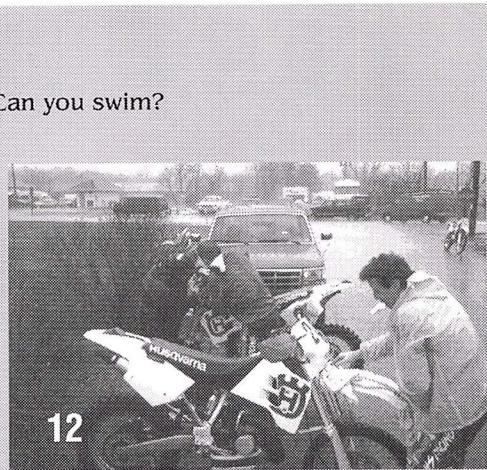
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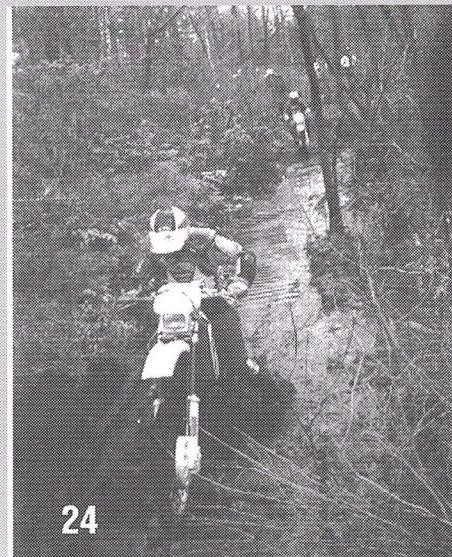
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Warning: Motorcycle riding is a risky business. For maximum enjoyment of the sport you should make every effort to dress in effective protective gear, ride safely, and avoid all sensitive ecological areas, and don't send your lawyer calling if you whack into a tree because this company isn't worth a plugged nickel and you won't make enough to pay your legal fees. Instead, ride to have a good time, don't take competition seriously, and make sure your spark plug burns a nice tan color. Everybody will be happier that way.

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LAST OVER

by Paul Clipper

Ground Rules

Honey, I can't believe you're being so unreasonable! These are our friends, why shouldn't we invite them over?"

"Our friends? What are you talking about? I can see one thing happening—you and your buddies are going to be talking about bikes all night, while the women sit in another room and talk about housekeeping!"

"Well, what's wrong with that?"

"I don't know any of your friend's wives!"

"What a better way to get to know them?"

Later on, when Larry had gotten out of the house, skin intact, he reflected on his wife's apparently intractable nature. She thinks all we're going to do is talk about bikes. She doesn't know anything! My friends all have a well-rounded background, successful in business, other interests, all kinds of stuff. She's going to be really surprised...

When Larry arrived at Mel's house, he was full of conviction. He found Mel in the garage. "Mel, I want to invite you and Ann over to our house for dinner on Friday night. Nothing big, maybe we'll just get some pizzas or something, but the most important thing is that Freida expects us to talk about something other than motorcycles, and we're not allowed to disappear in the garage this time."

"Okay, no problem!" Mel said. "But Larry, do you know anything about how to fit this Gem pipe onto that old Bultaco of mine? They sent the pipe, but I'm not sure if it's the right one."

"Well...I've never had a Bultaco, but lemme take a look at it..."

"See how this mount hole doesn't nearly line up with the stud? That's what's driving me nuts...what time do you want us to come?"

"Bout eight. Maybe if you shift this over the other way...no...feels like it wants to be into the header at least another inch. You sure this is the right pipe?"

"Well, that's what they said. I'll call them tomorrow from work and find out for sure."

"You know Ralph got another XR350?"

"Another one? What is he going to do with all of them? What do you want us to

wear?"

"No polyester. He must have six 350s by now. Honda dealers cringe in terror when you mention that bike to them, thinking you want warranty service. Ralph's gotta have every one of them made."

"I think he's convinced that one day he won't be able to get parts for them any more."

"Well," Larry said, peeling himself off the milk crate, "That's where I'm headed right now, to invite him and Wanda."

"Great, I'll see you then."

Ralph was also in the garage when Larry pulled up, polishing the scuffed cases of his latest acquisition. Lots of people in this world suffer from buyer's remorse, where you feel bad about spending money immediately after doing it. Not Ralph. If anything, he suffered from buyer's elation.

"Ralph, I want you two to come over for pizza on Friday night..."

"Look at this bike, Larry. Have you ever seen anything so neat?"

"...what?"

"The XR! Look at this!"

"What makes it any different than the rest of them in the back of the garage and...where? The shed?"

Ralph hid his impatience well. "C'mon, Larry; look at it close. This is an '86 single-carb XR350! They didn't even bring single carb XRs into the States back then...this is a Canadian bike!"

"Hey, that's great, Ralph. About Friday night...do you think you can talk about anything other than motorcycles when we get together?"

"Yeah, no problem. Look at this bike—it doesn't have all that two-carb junk, none of the extra weight, half the heat problem. And I got it for only \$350!"

"That's all?"

"Yep! This is going to be my dual sport bike—I got a title with it and everything. I'm going to take the turn signals off the old XL out back, bolt 'em on and go!"

"Hey," Larry said, "getting back to Friday night, do you know anything about anything other than motorcycles? It's important to Freida."

"Yeah. I know about fishing."

"What do you know about fishing?"

"You get a pole, put a piece of meat on a hook, and go fishing. Look at the condition of these frame rails. This bike is cher-ry!"

"Yeah...well, I gotta go over to Ron's, so c'mon over Friday night and we'll get sociable."

"Okay, Lar...you know, you oughta get an XR."

"I'll put it on the list. See you Friday."

Ron was the only single guy on the invitation list, mainly because Larry knew him since childhood and since Ron seemed to

be able to handle the married/unmarried thing with relative ease. The only time he really caused any trouble was when he'd show up with a date, because it was always a girl that was way too young, in a tight dress way too short to make the wives feel comfortable. The guys thought it was great; which is probably where the trouble came from.

Larry wasn't surprised to find Ron in the garage as well. After all, it was Tuesday night, which is, along with Wednesday, Thursday, Friday, and sometimes Monday, the proper evening for working on your bike, right? Ron was deep into the clutch of his KTM, and plainly enjoying himself.

"Yo Ron!"

"Larry! Look at this! I put these new clutch plates in three rides ago and they still look like new!"

"Great...why do you have it opened up?"

"Just to look at it...don't you ever do that? Isn't it neat to pull an engine apart and walk around inside of it? Sometimes I feel like I'm a miniature person walking around in it, like the Visible V-8—remember that?"

"No matter. I want you to come over to dinner on Friday night, about seven or so. You can bring a date if you want...maybe one like the last one."

"Who Margie? Nah, she's history. Wait'll you see Lynn, it'll make your night. Hey, can I bring my bike, too?"

"Why would you want to bring your bike?"

"Just to have it there. Otherwise all we have to look at is your old sleds, and that can get pretty boring."

"Well, that's part of the rules. Freida doesn't want any shop talk."

"Ha! No shop talk? You mean we can't talk about bikes? Good luck!"

"Well, we've got to try. Freida is laying down the law. She doesn't want to get stuck swapping recipes for the night."

"Hey listen, Lar, motorcycles are what brought us together; without them we'd all be sitting alone watching the TV. I'll do my best, but it ain't gonna happen. You know it as well as me, and Freida knows it too. You might as well roll one of Ralph's XRs into the living room."

"Well, just try, okay?"

"I'll be good!" Ron said with a wink, "I'll be there!"

With his social duties over with, Larry headed home; where he figured he'd report in to his mate and then maybe change his oil. Friday would be a great night, maybe even turn into an epic party, one they'd be talking about for months. He turned up a top-40 station and thought about the weekend, and wondered why he already felt like he was in big trouble. □

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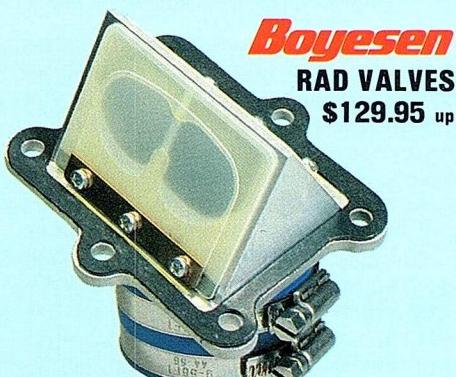
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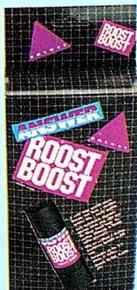
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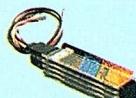


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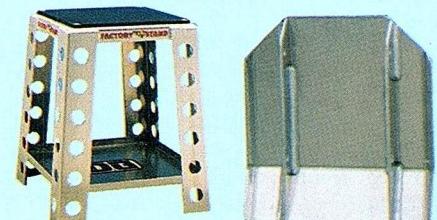
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MAIL ENTRY

MORE JUNIOR RECOGNITION

Dear Trail Rider,

Recently I was thumbing through some old Trail Rider mags, and was surprised to find that in the old days (1985), there were actually articles written about the Mini and Junior riders who took part in the NETRA series. This kind of recognition was well deserved. From these stories, it was easy to imagine the pride felt by the riders for their performances.

Over the past few years, the reporting on the accomplishments of the Mini and Junior riders has dropped off to an occasional photo and one or two lines of type. These kids deserve a lot more credit. They get up earlier to ride first, or if it is more convenient for the club, they ride last. The cost of a motel is necessary sometimes just to get there on time. They pay almost as much to ride a shorter course, and they have the same of more expenses, since they out grow both gear and bikes faster than an adult. They give up a "normal" life of school dances, games and participation in local sports that offers far more recognition from their peers. All in all, these kids deserve a lot of credit.

This brings me to my point. A lot of people were disappointed by the recognition given to these riders throughout this year's NETRA series. Club reporters could have included in their stories that the top Junior riders this year were riding at adult "A" times, and that the Minis had a fierce battle between first and second place. Featuring a Mini or Junior point of view might have drawn greater participation. The top Mini and Junior riders weren't even given a Grand Champion plaque at this year's banquet.

These riders have very broad shoulders and have tolerated being slighted for a long time for the love of riding. Each year they hope for that manufacturer to mention their name, or for the M.C. to draw a little attention to their success. No need to wonder why motocross is so attractive to them. Just pick up a moto magazine—the riders get full page photos, interviews, etc., at ages 14, 15 and 16 years old. Woods racing could have the same draw for

these kids with a little positive promotion of the participants.

Come on, NETRA, get with the program. These kids are your future members, legislators, customers, etc. They already have talent and determination. Give them more to remember than the freezing water crossing at 9 A.M. Give 'em some press.

Terri Ciocci
Westfield, MA

Let this stand as a challenge to NETRA Clubs and event promoters to get Trail Rider more information on the Mini and Junior events. Most of the Junior enduros happen on Saturday, which make it nearly impossible for us to get there on time (Saturday's the travel day), but with a little help from the clubs we can give the Minis and Juniors their due. The motocross thing I'd tend to disagree on, though. You see 14, 15, 16-year old kids because the rest of us can't take the physical abuse any more! Remember, woods racing was invented by us old, slow guys as a way to save face.

LEGITIMATE COMPLAINT

Dear Trail Rider,

As an enduro rider, I don't think about public relations very often. As president of the East Coast Enduro Association however, I have found public relations to be an important and sometimes overlooked part of almost everything our clubs do.

For several years, the annual tree plantings and clean-ups in the New Jersey state forests received enthusiastic support from off-road riders. The land managers welcomed our participation, and we received positive press coverage. At one event this year, however, it was very different. On April 3, Lebanon State Forest held its annual tree planting. There were hundreds of Scouts, hikers, bicyclists and other outdoor enthusiasts. When I signed in at about nine a.m. I was embarrassed to count only six people from the ECEA on the list.

This was a sorely missed opportunity for the clubs of the ECEA to generate good will, present a positive image to the public, and to "give back" something to the outdoor community. We cannot forget that with rights come responsibilities. If we want to preserve what few rights we have left in New Jersey, and if we want to make any headway in gaining rights to more land, we must be acutely aware of our public image. We must recognize our responsi-

bility to help preserve the land we currently use, and we must be willing to do the same for land we wish to have access to.

Public relations is not an "association thing" or a "club thing." Each one of us engages in public relations every time we ride or participate in an event as a rider. Let's not forget our responsibilities so we can assert our rights.

Perry Hodges
President, ECEA

WEIRD SCHOOL

Dear Trail Rider,

I just returned from a week-long trip to the beautiful and sunny mountains of Wrightwood, California. I just thought I'd drop you a line or two to let you and the TR readers know a few things about Jerry Bernardo (Fah-Q Racing, Black Rainbow) that may not be common knowledge.

I recently started my own helmet painting business. Being friends with Jerry, I wanted to tell him about it, but was unsure what his reaction would be. I was pleasantly surprised when he was supportive to the extent of giving me any advice I needed, and even happier when he invited me out to California for a week to teach me the ropes.

You'd think that being in the business himself, he'd not want to teach me too much. Quite the contrary. Jerry was a better teacher than most of my college professors, and his knowledge was accessible and seemingly infinite. He showed me every trick he could think of, or I could ask about. When he wasn't busy teaching me about painting he was teaching me how to cook some of his secret specialties.

A lot of your readers don't get to see this side of Jerry, and I thought it only fair to put it to print. He is truly one of the most giving people I have known. Thanks, Jerry. Aloha!

Lee Helliwell
Hellion Design

P.S. We also hooked up with Dirt Rider Magazine for a little roost session. The hills they have out there make the ones in Granville or Skiparee seem like ant hills. Big, big, big, steep STEEEEP down-hills! Gut wrenching! Fun!

Ah, get off it Lee, he's a geek with an attitude and too much time on his hands. For the record, though, Bernardo has put his helmet painting business on hold for the spring, while he paints surfboards on Maui. When he surfaces again, we'll let you know. □



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ELIGIBILITY REQUIREMENTS

- Only 1993 Husqvarna models are eligible and riders must complete a HTAC Championship form for each event, including IRS Form W-9 and Official Race Results.
- All riders winning \$600 or more in gift certificates or cash (total for calendar year 1993) will receive IRS Form 1099 reflecting the total won (this amount is reported to the IRS) and will be responsible for all taxes.
- Contingency will be paid to registered owner only per the warranty registration card submitted to CNA by the dealer at time of purchase.

- Cagiva will pay contingency upon confirmation from promoter that rider competed on a properly qualified motorcycle.

- Minimum of five (5) riders in a class to qualify for contingency.

- Contingencies are paid only once at dual-sanctioned events.

- All winning riders competing in Husqvarna "Cash Contingency Program" will receive a check direct from Cagiva N.A..

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THE FINAL STEP UP

FRANK'S *off-road* FACTS #7

by Frank Stacy - Dunlop National Off-Road Race Service Coordinator

HOW ARE NEW MOTOCROSS TIRES DEVELOPED?

Developing a successful motocross tire requires a continuous schedule of race tire testing and development. Dunlop has race service teams on hand at motocross and supercross events across the country each week. They are responsible for supplying riders with the best tire for the particular track conditions.

In return, these pro riders provide continuous feedback on tire performance to our engineers. Their feedback helps Dunlop develop new tread compounds, knob patterns and other technology; and, by race testing, we can make sure the new tires perform before they become available to customers.

Dunlop's new **D707 HT** is the perfect example. In early 1990, Dunlop set out to develop the ultimate hard terrain tire — with a special emphasis on hard clay, Supercross type performance. At the same time, the tire had to be able to handle the speed and extreme surface conditions of tracks like Carlsbad, CA.

The first step was to design a unique directional tread pattern with many "biting edges" at any lean angle, sufficient knob spacing for self-cleaning in loose soil areas, plus a ply construction durable enough to handle the punishment of 90 foot triple Supercross jumps. Finally, the tire required a tread compound with exceptionally high grip yet enough durability to last through tough outdoor motos.

Handcut **D707** prototypes were developed and privately tested for the next four months. During this time the tread pattern and dimensions were revised several times. It wasn't until June of 1990 that the **D707** was ready for the race track.

That month, race testing of handcut **D707**s began at the Oklahoma City Supercross. The racers who tested them found the **D707**s to be a big advantage on the hard and slippery track surface. Not only did the **D707** take its first victory in the feature 250cc class, it was also fitted on the bikes of four out of the top five finishers.

By January, 1991, **D707**s were supplied to Dunlop riders for the Camel Supercross series. During the series, many tests were conducted to fine-tune the tire's tread radius, profile and dimensions for final production specifications. This testing confirmed what had been seen in Oklahoma six months earlier. The **D707** took wins in eight events, in addition to carrying Jean Michel Bayle to his first Supercross Championship title and Jeff Emig to the \$10,000 East/West 125cc Supercross Shootout in Los Angeles.

Today, the **D707** is available for anyone who wants the best in motocross performance. And it's the perfect example of why tire manufacturers concentrate on racing development programs. It's just one more way Dunlop assures our customers of exceptional performance and quality.



EASTERN NEWS



DICK BETTENCOURT CHARITY TRAIL RIDE SLATED FOR FALL RUNNING

The Pilgrim Sands Trail Riders have announced a fall turkey run this year, presented in remembrance of Dick Bettencourt. Known as the Dick Bettencourt Charity Trail Ride, the run is part of the AMA National Dual Sport/Trail Ride Series and will be happening this year on October ninth and tenth. The event will take place near Plympton, Massachusetts, at the height of New England's fall foliage season.

There will be at least 200 miles of trail, all passable by a dual sport rider of average ability. Extra "hero" sections will be offered, and the course is expected to cover southeastern Massachusetts and Cape Cod. Saturday will feature a trail ride, Sunday a poker run, and plenty of awards will be offered. A Saturday night banquet and Dick Bettencourt remembrance will fill the evening time between.

The Dick Bettencourt Charity Trail Ride is open to all street-legal trail bikes or dual sport bikes, and registrations will be checked by police officers at the start. An AMA sound test will be performed as well. All riders must be AMA or NETRA members. For more information, write Dick Ambrosia, 166 White Street, Weymouth, MA 02190, or call Dick at (617)337-8288 or Gordie Coyle at (617)294-8355.

JACK NOGA TWO-DAY

Speaking of charity rides, don't forget the Jack Noga Memorial Trail Ride happening this month on the fifth and sixth. Brought to you by the Merrimack Valley Trail Riders, the same fine folks who brought you years of the Leon Dube, the event this year is a two-day—ride both days, banquet Saturday night. Better yet, they are running a trail ride and a dual sport event at the same time, and according to the handful of dual sporters who rode the unofficial dual sport trail last year, they have some neat scenery and terrain to ride on up there. We already know how great the trail ride is. The Cystic Fibrosis Foundation is benefiting from the event, and have suggestions for a variety of ways you can raise pledges to gain entry in the event. If you want to ride, call them right away at (603)669-8682.

ATTENTION OLD GUYS

The ECEA announced early this season that there would be a new Masters class this year. Riders are eligible for the Masters class if they can produce a license or other I.D. that proves they're over 60 years old. That's an important point: you have to

LEARN TO RIDE?

Why not? Cooper's Cycle Ranch in Hamilton, NJ, has the most progressive learn to ride program we've ever seen. They set up new riders with Honda NX125s and 250s and teach them the basics of dirt riding, move on to dual sport-type riding, and then progress into street riding—first on easy roads, then into more complex traffic situations and bigger machines. All this happens in the rain, cold, wind, heat, whatever the weather's like, just like real life. Cooper's course runs at least 20 hours of one-on-one instruction, and more hours if you need it, culminating in your passing the New Jersey motorcycle license skill test. The NJ DMV motorcycle test has gotten more difficult in recent years, but you'll be able to ride rings around it after all this instruction.

The course includes loaner helmet and gloves, loaner motorcycles, fuel, classroom seminars and a personal coaching staff and all the time you need to pass the test, for a \$200 fee. And, you're not even obligated to buy a bike from Cooper's! They'll take any students, from 12 to 102, and it sounds like a great way to get into riding or back into riding. Contact Barbara Fox Cooper at (609)587-6354 for more information.

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA) P.O. Box 478 Ellington, CT 06029 (203)875-5757	AMA P.O. Box 6114 Westerville, OH 43081-6114 (614)891-2425
East Coast Enduro Association (ECEA) 212 Cedar Street Lakehurst, NJ 08733 (908)657-6338	Southeastern Enduro and Trail Riders Association (SETRA) P.O. Box 1935 Roswell, GA 30077-1935 (404)532-6832
Pennsylvania Trail Riders Association (PATRA) Box 77 Thomasville, PA 17364	New York Hare Scrambles Series (315)895-7654
Budds Creek Hare Scrambles P.O. Box 156 Budds Creek, MD 20650 (301)475-2000	District 4 Enduro Comm. 568 Whittier Road Spencerport, NY 14559 (716)594-0394
Racer Productions (AMA GNCC Series) Route 7, Box 459 Morgantown, WV 26505 (304)594-1157	District 6 Sports Association P.O. Box 554 Lebanon, PA 17042 (717)272-6896
	Blue Ribbon Coalition P.O. Box 5449 Pocatello, ID 83202 (208)237-1557

WHERE TO RIDE

June

6/5-6 Jack Noga Memorial Trail Ride
6/5-6 Jack Noga Memorial Dual Sport
Henniker, NH (603)669-8682
6/5-6 AMA National Dual Sport
Maryland Heights, MO (314)576-4013
6/5-6 AMA National Reliability Trials
Boise, ID (208)362-0653
6/5-6 Burr Oaks GNCC
Millfield, OH (304)594-1157
6/6 Budds Creek Hare Scrambles
Budds Creek, MD (301)475-2000
6/6 Woodsocross Hare Scrambles
West Greenwich, RI
6/6 Green Marble Enduro
Whiteford, MD
6/11-13 AMA National Reliability Trials
Bellingham, WA (206)734-0492
6/12-13 AMA National Dual Sport
Davis, WV (304)594-1157
6/12-13 AMA National Dual Sport
Wofford Heights, CA (818)701-1413
6/12 NETRA Trail Riding/Enduro School
Weare, NH
6/13 ECEA Hare Scrambles
Rhode Island (401)397-3076
6/13 New England Champ. Enduro
Somers, CT
6/13 VCHSS Reddy Hole Hare Scrambles
Ivor, VA (804)488-6315
6/19-20 Blackwater 100 GNCC
Davis, WV (304)594-1157
6/20 ECEA Hare Scrambles
Valley Forge Trail Riders (215)873-7584
6/20 ECEA Dual Sport
Reading Off Road Riders (215)926-6827
6/20 King Philip East Enduro
Wrentham, MA
6/26-27 AMA National Reliability Trials
McMinnville, OR (503)472-6567
6/26 Dam Good Junior Enduro
Thomaston, CT
6/27 Shotgun Run Enduro
Hobie, PA
6/27 Dam Good Hare Scrambles
Thomaston, CT
6/27 VCHSS Land Shark 100 Hare
Scrambles
Pulaski, VA (703)992-1446

Congratulations to them!

JOIN THE NETRA BOARD

The New England Trail Riders Association is looking for a few good Board of Directors members. All that is required is that you be a NETRA member in good standing and have an interest in guiding NETRA into the future. Six meetings a year is all the attendance required; if you want to get involved, call the NETRA office at (203)875-5757.

STOLEN BIKE

On the way to Daytona, Jeff Walker had his bike stolen right out of an enclosed trailer, while overnighting at a hotel in

Delaware. The bike is a 1993 XR600R, VIN # JH2PE040XPM800163. The engine number is 5800170. The bike had a Scott's Steering Damper, a blue Moose skidplate, an MS fender bag and handlebars with heating inserts in them (on-off switch on the headlight shell). Jeff is offering a reward for information that gets the bike back to him. If you've seen it, call (413)245-7417 evenings, or (413)245-6060 days.

GET RIDING!

The weather's fine, it's finally drying out, so get outside and do some riding. Enter an event, join a club, get involved, keep reading Trail Rider! □

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WHO IS BRAKING?

Who, you may ask, is this Braking company we've started hearing so much about? Well, Braking Brake Systems is the American distributor of brake pads and discs that are made in Italy and are making a real impact on American racing. They offer two types of brake pad surfaces, a semi-metallic and a unique Kevlar-based material. The semi-metallic pads are said to offer more "grip" than your OEM pads, and have superior stopping power in mud and water. The Kevlar pads are really trick. They resist heat fade longer than anything previously available, and will also last much longer than stock OEM pads. The Kevlar pads need to be broken in to reach their full potential, and they are not recommended for wet riding.

All OEM brake discs are stamped steel, according to Braking, and therefore they come to you already warped, which compromises braking power. Braking's brake discs are laser-cut, which does not warp the high carbon-content stainless steel and ensures a more perfectly flat brake rotor. Solid rear rotors are available for most all popular bikes, and vented fronts and rears are available as well, all made to the same specs.

The combination is said to work unbelievably well, and it has been a "secret" of the national riders for some time. Randy Hawkins used Braking's components last year to win his fourth championship, and this year they are leading the AMA Hare & Hound series (Danny Hamel), the AMA National Enduro Series (Kevin Hines), and the AMA National Hare Scrambles series (Rodney Smith). If you haven't been happy with your brakes, Braking sounds like they might have the answer.

WE KNEW THAT

As reported in the SVIA/MIC OHV Leader newsletter, a three-year study of a designated ATV trail in Maine concluded that off-road vehicle use results in little damage to the trail. The researchers noted in a report that "It was interesting to observe how little measurable impact there was on ground surface...the ground impact from ATVs was less than that in evidence on skidder trails and a heavily used hiking trail."

The researchers also noted that large mam-

mals "adapt quite readily to the presence of ATVs and alter their general movements very little in response (to the machines). Future ATV trails will probably not impact (moose and deer) populations a great deal."

The most negative aspect of the study concerned non-riders using the area, and, as usual when humans are involved, it's also the most twisted aspect of the study. The researchers found that 16 of 18 respondents to a questionnaire objected to the presence of ATVs; however, only one of the respondents actually heard what they thought may have been an ATV, and none of the 16 respondents had actually seen an ATV. The two respondents who actually saw ATVs did not object to their presence. Perfect evidence that in hikers and other armchair environmentalists the brain switches off when the mouth comes open.

Copies of this Mount Blue ATV Trail Impact Study are available from Brian Bronson, ORV Division, Department of Conservation, State House Station 22, Augusta ME 04333.

ROOST PROOF

Roost Proof Racing is a small company in Pepperell, Massachusetts, and they're interest-

ed in making your bike roost proof. A variety of aluminum guards have surfaced with the Roost Proof name on them, but their lead product is a

pipe protector. This protector is made out of 1/8-inch 5052 aluminum, and features a wrap-around, clamp-on design that Roost Proof claims covers 50% more area than other pipe guards. They come with all clamps and in your choice of color: anodized blue, gold, or milled aluminum finish. You've seen RPR's products on Tommy Norton's bikes, and they're available from Kevin's Cycle Supply in Norton, Mass., and Dirt Works in Bennington, Vermont.

UNADILLA SOUTH?

Unadilla is no more, but the 250 USGP lives on, and best of all it's still within driving distance. Budds Creek MX is hosting the USGP

this year, on their world class MX track. Even better, you can make a weekend out of it by heading down late Friday or early Saturday for a hare scrambles to be held at 11 a.m. on Saturday. If you're into motocross, it's even better—you can race at 8 a.m. on Friday, or race on their stadium track at 6 p.m. Friday; race the stadium again at 8 a.m. Saturday and at 6 p.m. Saturday, and then hang out to watch the World G.P. on Sunday. This is all happening on July 18, so mark your calendar accordingly, and call (301)475-2000 for more information.

SAY IT WITH LEATHER

If you're into real leather tool bags for your dual sport or dirt bike, Black Hills Leather is the company to get hooked up with. They even offer

a real leather tool roll to wrap your tool kit. Everything's made out of full-grain leather and constructed to last a long time. You can find out more by telling them what you're looking for, and sending a self-addressed stamped envelope to Black Hills Leather Company, 1324 Shephard Street, Sturgis, SD 57785-1820. Put two stamps on the envelope for their complete catalog of leather motorcycle accessories.

BLACKWATER AWAITS

It's June again, that time of year when the gnarliest riders in the world start preparing for the annual pilgrimage to Davis, West Virginia, for the annual Blackwater events. Yes, there are two now. For a laid-back, fun two days of fantastic dual sport riding, there's the Blackwater 200 Dual Sport National on June 12 & 13, this year being the third annual. It usually winds up being nearly 300 miles of riding over Saturday and Sunday, with a catered lunch each day and maybe a night dual sport excursion on Saturday night. There are prizes to be won, great riding, and fun people in an excellent setting—the Blackwater Lodge in Blackwater Falls State Park. You must have a motorcycle driver's license and your bike must be street legal. Call (304)594-1157 for last minute entry info.

The Blackwater 100 is the grandaddy of all real hare scrambles races. This is the event you've heard all the stories about, and they are all true. The Woodstock of hare scrambles. Possibly a 20 mile loop of the meanest hare scrambles course you've ever seen. Quads on Saturday, June 19, and motorcycles on Sunday the 20th. The town of Davis gets taken over by 20,000 hare scrambles fans. The true believers bring two bikes and stay for both the dual sport and the race. For more information, use the number above. □





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Greenbrier Enduro

Nothing like a run that tries to chase you back into the firehouse!

by Mark Uth, photos by Paul Clipper and Shawn McKenna

Belleplain, NJ 3/93

Worried about doomsayer super-bikers lamenting the backwards slide of the ECEA enduro series into the dual sport doldrums? Rest easy children, for a stay of execution has been granted, thanks to the wrath of mother nature and a fine effort put forth by that club way down "Sout" Jersey.

The Tri-County Sportsmen kicked off the 1993 ECEA enduro series on the last Sunday in March with a virtual submarine race that permitted riders to spend more time in the woods than a schedule's worth of "family" type runs combined. As luck would have it, the Tri-County guys were able to secure use of lands lost prior to last year's event, making a windfall of fresh trail available to trailboss Jack Lafferty, Sr. Expectations were for a tough old fashioned enduro—no prisoners taken. Word spread and, coupled with the normal pre-season anticipation, fostered a sizable turnout for the day that included several prominent riders taking time out from the national circuit.

The initial excitement associated with the first race of the season was quickly doused as a result of the weatherman's prediction

of more rain for the day. Hoards of riders succumbed to second thoughts as only 177 of the 307 riders pre-entered for the race actually started. But oh, that unpredictable March weather. As luck would have it, the only rain was a mega down-

tight."

There was no real division of loops, however, the days outing was more or less divided by the gas available and midday gas stop. Overall, the course ground on for 83 land miles, or 108.6 by the roll chart.

Within this, the club fielded a whopping 14 checks. As it would turn out, most riders had difficulty even reaching many checks intended to be check-ins to the various "real" points taking sections.

The first section took riders to a gas available located at mile 25.6, and except for the immediate post-start reset (to dispose of any free time) made for a non-stop, resetless ride of more than 22 miles. Riders were quickly baptized and timed at three check points. Under normal conditions, most riders would have easily zeroed the lot, however, the formidable rutted puddles found



A torrential downpour ten minutes before the start succeeded in soaking just about everyone to the bone. Not to worry—the tight woods kept you warm.

pour at 7:45 a.m. that soaked early starters to the bone.

Otherwise, the day's weather was comfortable, if not good, with temperatures in the 50s and a welcomed afternoon clearing. This is not to say that we had dry shorts all day either. The course was laced with deep puddles and other formidable water obstacles that provided fresh dunkings every few hundred yards.

The terrain in which the enduro was run was classic Greenbrier. Funky dirt, loam covered clay/gravel soil dominated the few above-water sections. A modern record had to be set for the greatest percentage of single track trail used in an ECEA enduro—the ride was practically road free. The only asphalt was a short section (less than a mile) at the gas stop. Add to that a few miles of easy two track in the afternoon, but that was it. The rest of the ride was mean two track (overgrown, underwater, tricky ruts, etc.) and fresh trail, some of it hewn into new growth pine forest. Many of these new single track sections, especially the aptly named "Otis Fuducker Country" will no doubt establish a new benchmark for the term "ignorant



Kevin Hines took the overall, despite tearing his front brake hose off and having to replace it. He praised the event as one of the best.



The Greenbrier was almost all single track, some of it barely ridden before. It beats whoopdedos, but it's plenty of work still!

Greenbrier Enduro	
Class Results	
Kevin Hines	Hus 12
Grand Champion	
Dennis Zurawski	Yam 17
High Point A	
Dwayne Shirk	Kaw 40
High Point B	
Brian Carroll	Suz 72
High Point C	
AA	
1. Fred Hoess	Hus 16
2. Marc Grossman	Kaw 16
3. Bill Atkinson	Kaw 22
4. Ed Hamilton	Kaw 34
5. Mike McHale	KTM 41
A-125	
1. David Barlow Sr	Kaw 44
2. Craig Shenigo	Yam 55
3. Perry Hodges	Yam 72
4. Bob Agonis	Hus 193
A-200	
1. Jeff Kirchner	Kaw 21
2. Jim Kessler	Yam 29
3. Robert Mohn	Kaw 35
4. Keith McIntyre	Kaw 44
5. D. Waxmunski	Kaw 46
A-250	
1. James Franks	Suz 17
2. Rick Claxton	Kaw 24
3. Kevin Duffy	Kaw 27
B-125	
4. Danny Nenstiel	Yam 29
5. John Rogers	Yam 37
A-Open	
1. Dean Spencer	KTM 42
2. Jim Smith	Hus 49
3. Denny Scotten	Hus 98
4. W. Fontanazza	KTM 98
5. David E Schoch	Hon 171
B-200	
1. Robert Morris	Kaw 53
2. James Wright	Kaw 57
3. John Neifert, Jr	Kaw 58
4. Bob Stein	Kaw 59
5. Tim Shepps	Kaw 78
B-250	
1. Mike Hasleman	Yam 47
2. B. Culbertson	Suz 55
3. Scott Ober	KTM 61
4. Ed O'flynn	Hon 68
5. Rich Shirk, Jr	Kaw 70
B-Open	
1. William J Maco	Kaw 69
2. Kevin Reed	Hon 118
3. Dan Nicolloff	KTM 132
4. Scott Lewis	Kaw 149
5. Dan Kellam	KTM 160
B-Veteran	
1. V R. Chalow, Jr.	Kaw 45
2. Timothy Urban	Yam 45
3. Sven Harms	Hon 61
4. Ken Quillen	Kaw 61
5. Mark Uth	Hon 71
B-Senior	
1. Drew Smith	Suz 35
2. Pat Emmons	Hon 41
3. L. Rehatchek, Jr.	Kaw 63
4. Russ Hancock	Hon 75
5. Darrin Russell	Hon 140
B-Super Senior	
1. Bill Adamchik	Hon 124
2. S. Newmaster	Yam 137
3. Kerry Koeller	Kaw 230
4. Jeff Focht	Hon 107
5. Jim Cooper	Hon 114
B Four Stroke	
1. D Testerman, Jr.	Hon 60
2. Chris Cummings	90
3. Allan Wolfe, Jr	Hon 98
4. Jeff Huesman	Kaw 145
5. Steven Brown	Suz 159
3. Bradley Bower	Kaw 180
4. Ellis Tomlin	Suz 198
5. Andy Bradway	Kaw 202
C-200	
1. Keith Davidson	KTM 186
2. Mike Dolecek	Kaw 195
3. Ron Furnbach	Kaw 216
4. C. Staropoli	Suz 276
5. Mike Hickman	Kaw 443
C-250	
1. W. S. Moreland	Hon 138
2. George Potts	KTM 394
3. Steve Fox	Hus 553
C-Veteran	
1. G. Dobozynski	KTM 195
2. Richard Bolhoff	Kaw 303
3. Tom Buenai	Suz 501
C Four Stroke	
1. Rick Clayton	Hon 138
Masters	
1. Dan Van Driel	Kaw 341



"It's so light, it's like riding a cloud" Turning on the steam through one of the many water holes.

throughout the trail made for a less fortunate outcome.

Out of the gas available, riders were granted nearly eight miles of free time that ended at mile 36.3 with a reset and subsequent start control. The start control was festively decorated and unusually attended by a large number of club members, all sporting a strange glint in their eye. That and the now understood "Doorway to Hell" sign signaled the crossover into Otis

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Fudpucker Country and introduction to ignorant tight, 1993. This fresh section was comprised of 8 miles of skinny single track (half track was more like it) in new growth pine forests, chock full'o lock to lock turns, all run at 12 MPH! Even at this low speed, points were taken from all riders at the check-out that thankfully coincided with the midday gas stop.

The afternoon ride consisted of much of the same greasy ruts, mudholes, water crossings, with some ignorant tight thrown in for good measure. Trailboss Lafferty more or less split the afternoon into 4 sections each of which contained check-ins and check-outs, divided by resets. Because of the trying trail conditions, many riders again had trouble reaching the check-ins on time and were often forced to ride through the resets. At mile 96, a final reset also provided a gas available, prior to the final push back to the firehouse. Certain portions of this final section became so impassable that the checks contained within it were ultimately thrown out.

As the day wore on, the various stops and resets steadily thinned of riders. Mud and water took their toll as the final count found only 117 riders who successfully completed the event. Lots of people come to ride the first race of the season, but significantly less come to finish. The results sheet was clearly dominated by DNS and DNF listings. Those who did finish posted widely varying scores.



It's hard to tell how deep the muddy holes are. This one was deep enough to stop you.

In a rare ECEA appearance, former national enduro champion Kevin Hines came down to show the locals how it's done and in the process dropped 12 points for the day's best score and the overall win. Interesting to note that Hines went through the first half of the run virtually tied with a large group of local riders, but then pulled out the stops in the afternoon to leapfrog up to a four-point lead.

The unusual overall trophy was a huge carving of a dirt bike, hacked out of stumped chunk of cedar.

Kevin was trailed by a pair of 16 point scores turned in by Fred Hoess (16/58) and Marc Grossman (16/222) who filled the second and third overall slots, respectively. The top 5 overall was rounded out by A-250 riders Dennis Zurawski and James Franks, who each carded 17 for the day. Zurawski managed to eke out the High Point A win by a mere 15 seconds; Franks was awarded the class win within the tough A-250 class. In the B Class, Dwayne Shirk dropped 40 points, good for a 5 point margin of victory and the High Point B trophy. C-250 rider Brian Carroll finished with a 72 point score, which turned out to be the only double digit card fielded within a decimated C Class, and claimed the High Point C honors. At the other end of the spectrum, the day's low point finisher turned in a whopping 636/5877 card, but will remain nameless in deference to his senior status.

Tri-County's scoring and post race events were smoother than most. With the aid of software developed by club member and Trail Rider poster boy John Castaldi, the results were quickly tallied. The awards presentation ensued without delay and trophies were handed out in typical ECEA fashion. Of note was the trophy construction: polyurethanized plaques made from slabs of cedar, surely harvested in an envi-

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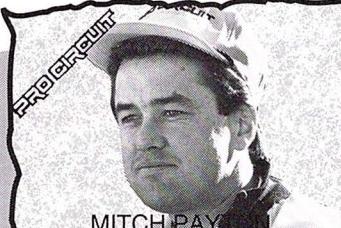
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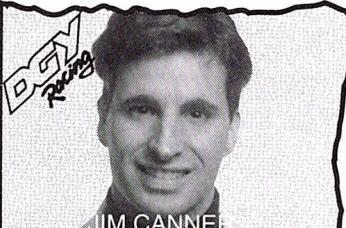
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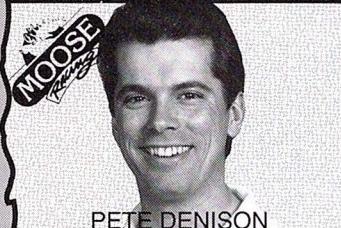
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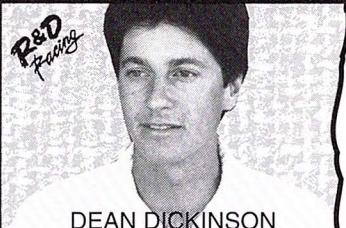
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"At DGY Racing we're dedicated to building winners! A high performance lubricant like Maxima is an integral part of our racing success."



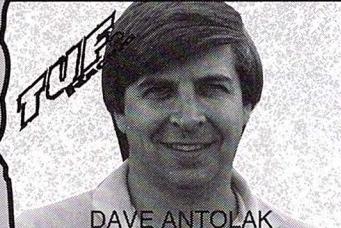
PETE DENISON

"Whether we're building a National enduro engine or local woods weapon, we count on Maxima oils to provide high performance protection."



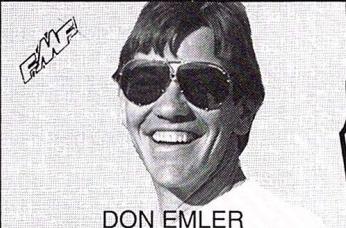
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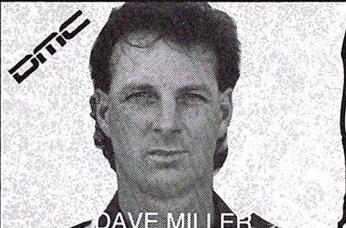
DON EMLER

"I've been building racing engines for over 20 years, and I've never tested better lubricants than Maxima. They're the only lubricants I'll use."



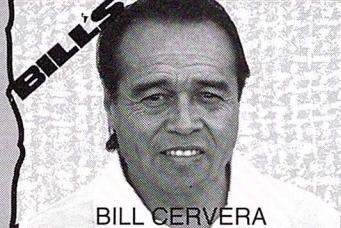
LOREN DUNCAN

"When I build a racing engine I believe in giving them the best quality money can buy. That's why I insist on Maxima in my engines."



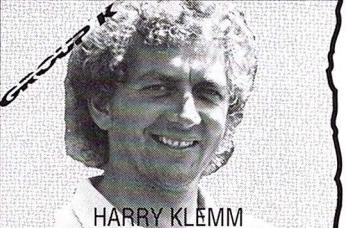
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ronmentally acceptable manner.

Looking back, we were really impressed by several of the days happenings. For one, the club did a great job at lessening the effects of the high water in the woods. There were literally hundreds of pallet bridges constructed, some of them virtual engineering marvels. On top of that, club members were positioned at nearly every major water obstacle, bridged and unbridged, to lend eager assistance. There's no doubt that this year's Greenbrier also provided some of the best enduro spectating opportunities to be had. Find the trail and there had to be some gruesome mudhole within a couple hundred yards. Finally, we were much amused by the credit sheet included in the sign up package and noted for future reference those responsible for the "Otis" loop.

A hearty congratulations is owed the Tri-County guys, and all friends and family who planned and executed the event. Recognition of the assistance lent by the Belleplain Fire Department for the use of their facilities as well as the support from Action Cycle Center of Millville, NJ, (owned by enduro rider Steve Leatherwood) is also in order. Rumor has it that this year's event was some sort of tune up for an application to be included on the national schedule sometime in the future. With 1993's fine event as an example, we look forward to Tri-County getting the national sometime soon. □

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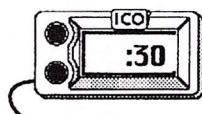
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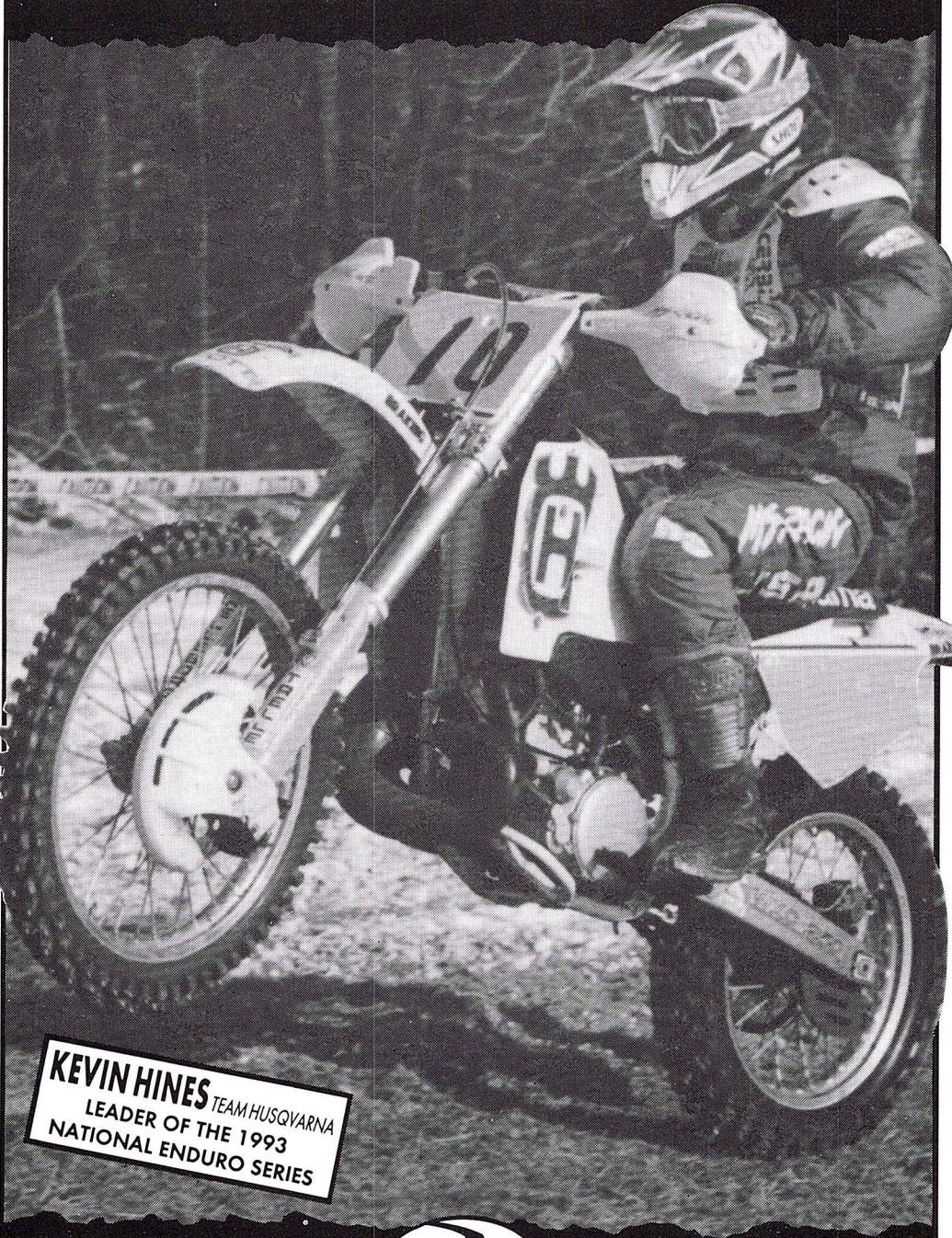


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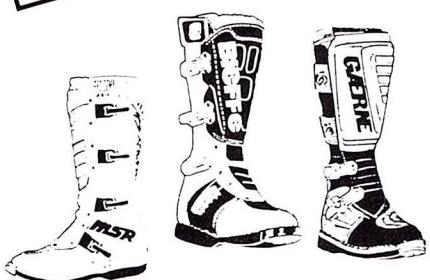
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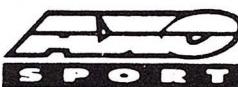
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SO YOU WANT TO GET SPONSORED?

It takes more than a winning record to earn a sponsorship

by Dan Anderson

Woodward, IA

Wouldn't it be nice to be sponsored? Imagine getting riding gear, hop-up parts, tires, and all sorts of other goodies just for slapping a few stickers on your bike and wearing a manufacturer's T-shirt at the races.

If you think that's all it takes to get a sponsorship, you might as well keep dreaming. Spend time talking to equipment manufacturers and distributors and it quickly becomes apparent that getting a sponsor in today's economy requires foresight, strategy, and hard work. With companies like Race Tech and White Brothers receiving between 500 and 700 applications for sponsorships each year, the competition is as intense off the track as it is during a race. Fortunately, you don't have to be a better rider than all those other applicants...you just have to be a better representative of a company's products.

Grumpy Racers Need Not Apply

"When you apply to us for sponsorship," said Rob Gladden, Assistant Manager and Rider Representative for Scott's Performance Products, "you are basically applying for a job to advertise for us. We're looking for riders who relate to people well, who are willing to spend quite a bit of time talking with spectators and other racers about our products." All the sponsors we talked to said unanimously that it was more important for their sponsored riders to be outgoing, friendly, and willing to promote their products than to be the fastest rider at a race.

"Some of our most valued riders aren't AA or even A riders," said Ted Cabral, General Manager for Race Tech. "They are just average riders who hit a lot of races and do a good job representing us and our products to spectators and other riders." This doesn't mean that every B or C class rider has a chance of gaining a sponsor. "If you only hit six or seven races a year you probably won't do us much good," said Cabral. "But if you're an intermediate rider

who goes to a lot of races and has a very positive personality, you may be the sort of person we try to sponsor."

How To Sell Yourself

If you feel you have the personality and racing abilities that sponsors are looking for, here's how to go about earning a sponsorship:

First, plan ahead. "The time to actually apply for sponsorships is in the fall," said Donnie Luce, Racing Coordinator for White Brothers. "We try to have most of our



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sponsorships finalized by the first of December. But the time to plan for applying for a sponsorship is during the preceding summer. You need to keep a record of all your finishes, take some pictures of how you set up in a pit area, and make notes of how our products perform on your bike. It wouldn't hurt if you could round up some reference letters as well, but they have to be reference letters from somebody I know or have heard of, because a letter from your riding buddy won't carry much weight with me."

Second, apply for sponsorship with a concise professional-looking resume. "I won't say that I won't accept handwritten sponsorship applications," said Luce, "but a typewritten application certainly looks more professional." Luce also suggests avoiding cover letters.

"I usually skip right over a cover letter and get right to the relevant information on the resume," he said. "And I want the

resume to be as concise as possible. I want name and address right at the top, then I want you to sell yourself to me. Tell me what you have done in the past, but don't get carried away with endless race results. Tell me, briefly, about your education, your job, your family...anything to help me get a handle on your personality so I can decide if you can do the job for us. If you have clips of interviews, send them, so I can see how you deal with the press. And be sure to tell me what size bike, what class, and what series or districts you will be racing in."

Do not use form letters to apply to several sponsors at the same time. Gladden, with Scott's, says that a form letter/resume tells him bad things about the applicant.

"I want the rider to be applying specifically to us," he said, "and I like to see evidence that he is familiar with our products and has used them. A generic sponsorship application shows a lack of initiative, and I'm looking for someone who is a go-getter."

Know Your Sponsor's Products

Product knowledge is an excellent way to catch a sponsor's eye. Drew Smith runs Works Enduro Racing and says that he is impressed by applicants who know and use his products.

"A guy in Arizona who was already using my products applied for a sponsorship," Smith said. "I decided that I definitely wanted to work with him because he showed good knowledge of my equipment and a desire to promote for me. On the other hand, I've had guys write and say, 'Sponsor me and I'll use your equipment.' That type of sponsor applicant has a very slim chance of getting anything from me."

Some other tips on how to impress, or at least keep from aggravating, potential sponsors include:

- Never apply for sponsorship over the phone. Sponsors want written applications to study and compare.

- Don't use "onion skin", erasable typing paper when typing applications. It looks and feels cheap. Pay a little extra and put your resume on high-quality paper, and, if

A Sample Sponsorship Application Resume

We really hesitated about offering a sample resume, simply because sponsors interviewed for our story strongly expressed how much they dislike getting the same generic application from hundreds of riders. So if you choose to use this example to base your resume on, be sure to customize it, okay? Be creative, alter the format, perhaps leave some of our suggestions in, or take some out. First and foremost, make sure that your resume reflects you and your personality in a positive way.

APPLICATION FOR SPONSORSHIP

John Q. Gofast
921 Deadend St.
Anywhere, USA
Phone (Home) 609-555-1234, (Bus.) 515-555-4321
Age: 32
Occupation: Professional sheep shearer
Marital Status: Married, wife Olga, 10 kids, ages 1-11.

History: Have ridden dirt bikes for 20 years, raced hare scrambles and enduros for 15 years. Competed in every ECEA enduro since 1978 and also competed in every National Cross Country and AMA National Hare Scrambles Series race since 1980.

Accomplishments: 1980—Voted most improved rider, ECEA
1987—B class points champion, ECEA
1988—Trail Boss for Puckerbrush Hare Scramble, 250 riders entered
1989—3rd place, ECEA Open A class hare scrambles points championship
1990—5th place, Open A class, Blackwater 100 hare scramble
1991—Featured rider in Trail Rider article about "The East Coast's Ugliest, But Friendliest, Riders"
1992—Poster boy for Planned Parenthood
1992—Emceed ECEA annual awards banquet, won award for perfect attendance at every ECEA enduro in 1992

Memberships: American Motorcycle Association, ECEA, St. Homer's Church of Anywhere, local PTA, New Jersey Enduro Riders Association, Nat. Sheep Shearers Assoc., Anderson Family Fan Club

Goals: To continue my perfect attendance record for national and local off-road races, to become East Coast A class champion in enduros and hare scrambles, and to get all 10 of my sons involved in riding and racing.

Bike/Equipment: 1992 Cagiva Elefant, with White Brothers suspension, Supertrapp exhaust system, Michelin tires, Renthal bars, Maier plastic, Oury grips, and Sidewinder chain and sprockets.

Sponsors: Oury Grips, RK Chain, Renthal bars.

I would appreciate any support that White Brothers might offer for the 1994 racing season. I have used White Brothers-modified suspensions for four years, and feel they have contributed greatly to improving my finishes in recent years. Because of my success and my enthusiasm for your products, the local dealer (Sherm's Super Cycles, Anywhere, New Jersey) says he has sold sixteen sets of White Power forks to local riders in the past year. I enclose photographs of the tent and banners that my wife and children set up in the pits at races, as well as clips of interviews from local press. I also enclose reference letters from Malcolm Smith, Scott Summers, Kevin Hines, Sochiro Honda, and Pope John Paul XI.

I feel I can use a White Brothers sponsorship to improve my racing and simultaneously promote your products. Many local riders come to me for advice, and I always advocate your products. With your help I feel we can promote dirt riding and White Brothers products throughout the Northeast and Midwest. Thank you for your consideration.

Okay, that's one example of a sponsorship application. It's upbeat and it's concise. Perhaps most important, it says what the rider has done, and will do, for the company he is approaching. Now, go out and write your own application...don't copy this one!

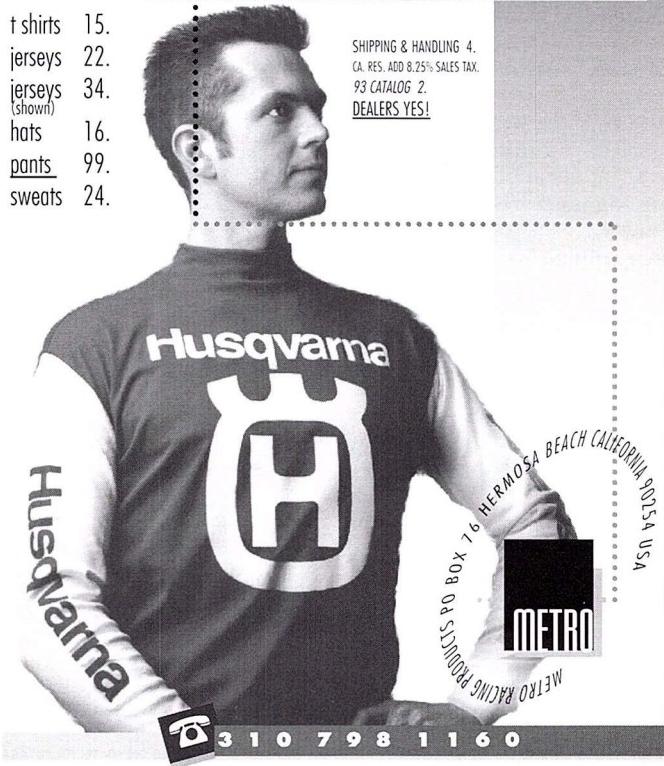
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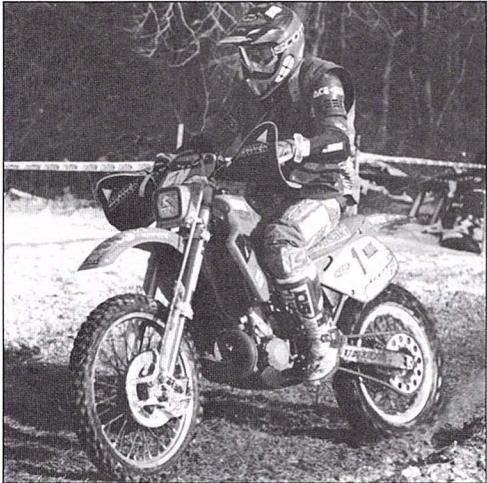
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possible, send it in a 9x12 envelope. It's psychological, but unfolded applications look classier than applications that have been folded into a business envelope.

-Never fax sponsorship applications. Rob Gladden, with Scott's, handles faxed applications quickly and efficiently... "I trash them without looking at them. Fax paper doesn't store well in our files, so I don't even mess with them."

-Include a list of any current sponsors. "That tells me the guy is always aware of his sponsors and concerned about how he represents them," said Ted Cabral of Race Tech. But Donnie Luce says that a long list of sponsors can also be a negative. "I'd rather see a rider have six sponsors that he represents well than a dozen that only get their stickers pasted on the bike." A long list of sponsors may impress your riding buddies, but it can reduce your chances of getting one or two high-quality



Tommy Norton has the sponsored rider's dream: a major sponsor covers the cost of machines, and smaller sponsors handle details.

this to make a living. There just isn't enough margin to be Santa Claus with parts and equipment."

Getting a sponsorship is not easy, but with planning and hard work many riders can win a spot in a sponsor's stable of riders. Start planning now to apply this fall for next year's sponsorship openings. The companies are going to sponsor somebody next year because it's part of their advertising effort. With a little effort it might very well be you. □

sponsors.

-Don't expect a free ride from sponsors. Every company we talked to stressed how tight finances are in today's off-road economy. "We're all in this to make a living," said Drew Smith. "Sponsorships are just part of business to us, and we can't afford to give anything away without getting something back. Riders need to remember that while they are riding and racing as a hobby, we're doing

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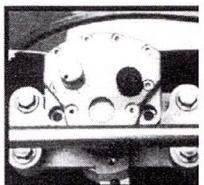
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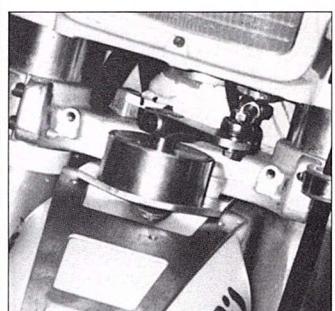
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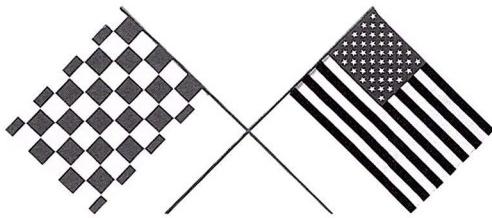
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Curly Fern Enduro

Is that a Honda or an Evinrude you're riding?

by Mark Uth

Indian Mills, NJ 4/93

It should come as no surprise that the approach of this year's Curly Fern Enduro was not widely anticipated, and perhaps even dreaded by those familiar with the area in which it's run. Weeks (no, make that months) of above-average rainfall had raised water levels in the Pines to a 100 year high. This, coupled with the fact that the rangers have effectively boxed SJER into a postage stamp sized corner of the forest dominated by swamps and streams, boded poorly for riders this day. Available above water terrain on which SJER was permitted to run the event was very limited. The coup de gras was the day's disappointing weather, that was unseasonably cool, breezy and overcast. At least it wasn't raining.

As a result of all of SJER's best trail being taboo, the club was forced to put on a short ride of 63 land miles that was dominated by sand roads and previously run fire cuts. In the interest of honest journalism, we opted for a later number this day so as to get the full scoop on how ugly it could get. A serious spanking was had. Sand roads on which the course was run were often obstructed by lengthy, ominous

looking puddles. Early on, these puddles were no doubt traversed with a mere blip of the throttle. Not so after the rut forming procession of several hundred bikes. Fire cuts with any type of standing water were quickly transformed into battle grounds of criss crossing ruts and bike swallowing tank traps. Churned soil of sand and clay took on the consistency of wet cement. And since when is there clay based soil in the pines, anyway? Surely the SJER guys must have trucked it in. Believe it or not, we actually looked forward to chugging through these soup bowls. That's because the alternative was relentless pounding down old fire cuts groomed with world class whoop-de-dos.

For the first loop, SJER quickly initiated riders into what was to become the norm for the day. A mere three tenths of a mile out



This is what greeted the riders not half a mile from the start. There wasn't much danger of drowning, but it was possible to get stuck!



More puddle action. Most of these sand puddles have a normally hard bottom, but trouble comes when a few bikes go through spinning their wheels. If you try to cut through the woods, things can get ugly in a hurry!

from the start, a normally dry fire cut that takes a casual dip in the forest floor became a formidable mudhole crossing composed of slick clay based soil, axle deep ruts and fragmented pallets. The 30 mile long loop was similar to last year's first loop, with only half the trail. The result was a time keeping exercise interspersed with puddles, mudholes and ruts. There were no legitimate points takers for the duration and riders who managed to remain unstuck had little trouble zeroing the loop.

The afternoon loop was to prove quite different for most. After some short initial road sections and corresponding timekeeping, the club threw riders a series of heavily traveled fire cuts, divided into two potential points-taking sections. Each section was sandwiched by checks, the latter containing two observations as well. These

trails were none too smooth, and quickly transformed into quagmires at any type of wet spot in the woods. This combination of

continuous whoops and rutted swill holes managed to take points from nearly all. The 33 mile loop culminated with some

fun riding through freshly (control) burned deciduous forest and a second trip back through the day's first swill hole.

Curly Fern Enduro		3. Bob Mohn	Kaw 3	3. Joe Galie	KTM 8	B Open	C200
Class Results		4. Keith McIntyre	Kaw 4	4. Don Kirkpatrick	Hon 13	1. Dwyane Shirk	Kaw 4
Jack Lafferty Jr.	KTM 0/55	5. Jeff Kirchner	Kaw 4	5. Bob Darpino	Suz 16	2. Rich Parker	KTM 5
Grand Champion	A250					3. Bill Maco	Kaw 6
Richard Lafferty	Hbg 1	1. Steve Leatherwood	Yam 1	1. H. Stankiewicz	Yam 3	4. Doug Riley	KTM 9
High Point A		2. Dan Nenstiel	Yam 1	2. Gene Garron	KTM 3	5. Bill Southard	9
Keith Hausman	Suz 3	3. Lew Smith Jr.	KTM 2	3. Rich Stuart	Kaw 3		
High Point B		4. Ross Benson	Suz 2	4. Todd Reder	Suz 4	1. John Dunn	Kaw 10
Shawn O'Neill	Suz 7	5. Mark Spence	KTM 3	5. Jeff Rosenberg	Yam 5	2. Burnett Wilson	III Yam 13
Teams						3. Gary Circosta	KTM 16
1. Tri-County	15					4. Rich Logan	Hus 17
2. C.J.C.R.	18					5. Sherm Cooper	Hon 26
3. Meteor	20						
4. R.O.R.R.	21					1. Fred Schalek	6
5. Delaware	21					2. Allan Wolfe	Hon 7
AA						3. D. Testerman Jr.	Hon 8
1. Mike Lafferty	Kaw 0	1. Jack Lafferty Sr.	KTM 4			4. Jeff Focht	Hon 9
2. Bill Atkinson	Kaw 1	2. Tom Ebersole	Hus 4			5. Jeff Feltes	Hon 9
3. Mike McHale	KTM 2	3. Rich Tomkims	Kaw 5				
4. Fred Hoess	Hus 2	4. Tom Marsh	Yam 6			1. Bob Schmidt	Hus 21
5. Chris Smith	Suz 2	5. Gary Doerr	Hus 6			2. Tom Way	KTM 21
A125						3. Don Culbertson	Suz 32
1. Craig Shenigo	Yam 2	1. Tom Napier	Suz 1			4. Craig Morris	KTM 62
2. Lou Camburn	3	2. Glenn Gater	Hon 4			5. Tim Stibitz	Hus 19
3. Hank Tarr	Kaw 5	3. Russ Hancock	Hon 5				
4. Perry Hodges	Yam 5	4. Drew Smith	Suz 5			1. Greg Davies	Kaw 5
5. Rob Farber	Hon 6	5. Len Rehatcheck Jr.	Kaw 6			2. Don McKeehan	Kaw 5
A200						3. Bob Kozachescos	KTM 6
1. James Kessler	Yam 1	1. Charlie Stapleford	Kaw 1			4. Vic Chalow Jr.	Kaw 6
2. Dean Spencer	Kaw 2	2. Rich Trader	KTM 5			5. Dave Bostrom	Kaw 7



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Least Fun:
Riding miles of whooped out firecuts while reconsidering the merits of motorcycle recreation.

Most Fun: (tie)
Recently burned hardwood forest sections that were wide open and devoid of brush slappers; and two, seeing SJER trail crews hosed while unsticking stuck riders.

The results for the day were predictable. With easy sections and not a lot of ruts for the AA riders, the top spot was fought

out over a pair of zeros. Jack Lafferty Jr. and his brother Mike both carded zero scores, but Jack sneaked through the emergency checks just 11 seconds faster than Mike, giving him the win 55 seconds to 66 seconds. Word has it that Richard Lafferty also had a good score going, and just missed one check by the flip of a card,

"If I get my feet wet, I'm going to be miserable all day!" Local dealers did a land-office business on bore jobs, starting Monday.

giving him a point and the High Point A trophy. Had he not dropped that point, his score card only showed 38 seconds...which would have nudged his brothers out of the spotlight. Jack is riding a KTM this year, Mike is on a Kawasaki, and Richard's riding a Husaberg.

Keith Hausman rode his Suzuki to the High Point B award, by virtue of his three-point finish, and Shawn O'Neill finished with seven points to his credit, making his ride the best of the C class. 348 riders entered the Curly Fern this year. Of them, 330 started the event and 297 finished.

One more hard luck story: Ken Yankowski, many-time ECEA top three finisher came out to do

his first enduro of the season; actually his first ride since Stumpjumper. In a moment of inattention, he wandered into a check early, and dropped the only two points he'd drop all day. Too bad, because he also kept his seconds count down to a mere 21, which would have easily won him the overall. Hey—that's racing! □



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What's Up With

Kevin Hines

Plain talk from the AMA's top Yankee

by Mike Snyder

No single rider competing today personifies the word "Enduro" more than the subject of this story, Husqvarna's Kevin Hines. Ask the average motorcycle enthusiast to name some competitors who compete in national enduros and/or ISDE events all over the world, and Kevin's name usually tops, or is very near the top, of their list of who's who.

Despite his over thirty age bracket, he is a very real threat to win anytime he swings his leg over a motorcycle and lines up next to his much younger fellow AA contenders. Maybe it was his new deal with Husqvarna or a desire to prove his detractors wrong, but Kevin has an aura of self-confidence and seems hungrier than ever to turn some heads in this year's title

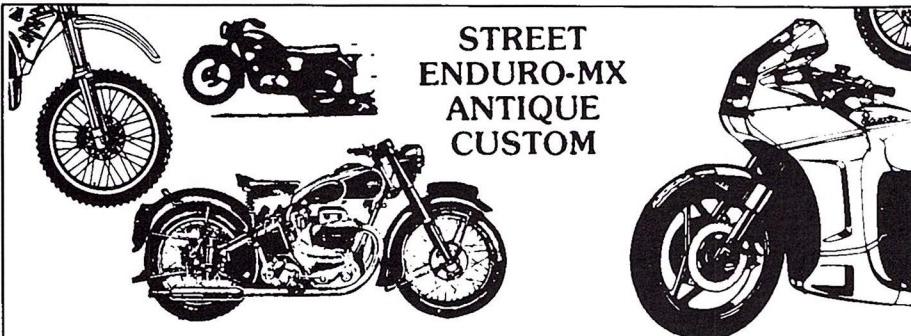


chase. I had a chance to sit down with Kevin right before the traditional opening round of the AMA National Enduro Series in Coalinga, California, and asked him about his sport, competitors and what his future entails.

TR: In your second year with Husqvarna, what exactly is your position within the team structure?

Hines: Well, this year, along with my usual racing program of competing in national enduros and ISDE Qualifiers as well as certain regional events with both ECEA (East Coast Enduro Association) and NETRA (New England Trail Riders Association), I have been

Doing a little spike riding at the Freetown hare scrambles. Hines likes the New England climate and doesn't plan to move any time soon.



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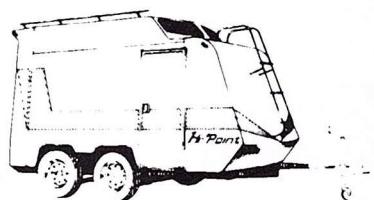
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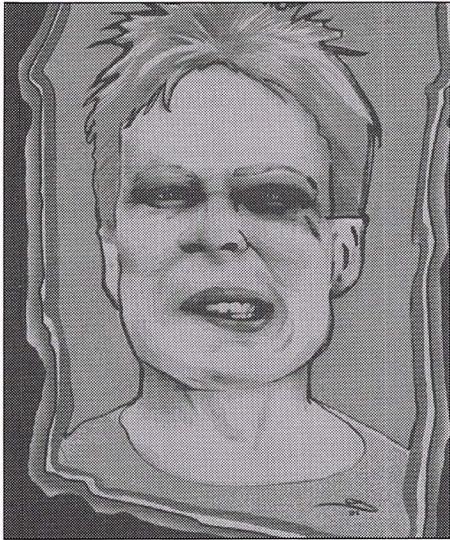


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The famous Jerry Bernardo portrait, otherwise known as what you look like after a tree limb in the eye.

appointed Husqvarna's Racing Coordinator. This new task entails quite a bit of paperwork, compiling all the race results for the Husqvarna contingency program from all over the country. Along with that, I have 13 riders to watch after—five are factory supported and eight of them are on a regional support program. They have to file race reports after each event and answer to me for their parts allowance as well. I will also be organizing some open houses as well as riding and technical seminars for the company. I'm also directly involved in setting up bikes and arranging tests for the various motorcycling publications.

TR: Husqvarna was criticized last year for how they handled their rider contingency program, with many riders complaining about receiving checks very late in the year. What plans are you going to implement to resolve this problem, seeing that you're in charge of that program now?

Hines: I have more time channeled towards it than Fred Hoess (Competition Director at Husqvarna). I've got to hammer on the promoters, as that was the weak link to the system last year. If they don't submit the results immediately after their particular event, you can't get paid—we need the official results in order to continue the process. Husqvarna was also pretty new at it as well and, despite the company's rather small size, we have a very aggressive and good contingency program. I think it will work a lot better this year as we're more experienced and have streamlined some things to make the program work quicker.

TR: Last year you seemed to struggle aboard the 350 four-stroke and actually switched to a 1993 360 two-stroke Husqvarna for a couple of national enduros later in the year. Why did you feel you needed to switch mounts?

Hines: When I signed with them last year,

I agreed to race the four-stroke because it was exciting to me. I had some good results but I didn't have a lot of luck with me. A little bit of the game is luck; I'm not saying that it's all luck but you do need to have the cards fall in your favor some of the time. I had a lot of bad breaks last year, just the little things that are part of enduro racing. The 350 was competitive but it's difficult to win at the national level with a box-stock 350 four-stroke and, for the last few events, I rode a two-stroke because I had a 1993 360 at my disposal. I didn't do any testing, preparation or training on the machine which was a mistake on my part. I felt I didn't have anything to lose because I wasn't in contention to win

the title anyway. This year, we decided that I would contest a 1993 250 which is an excellent bike and I'm really excited about the new season.

TR: Last year in one of the national magazines, KTM's Jeff Russell spoke his mind of his competition for the 1993 enduro title chase. What do you think about the comments he made about your racing program and chances for the up-coming year?

Hines: I think Jeff spoke out of line a little bit. I don't know if he really realized what he was saying at the time of the interview or not. I chose to do it a little bit on my own because I feel I don't have the support behind me in monetary value that some of the other riders have on the cir-

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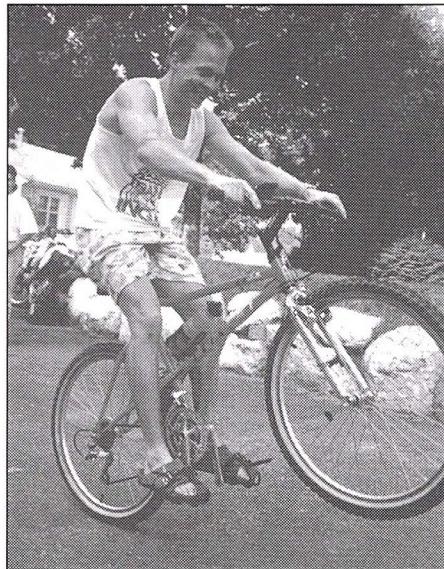
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cuit. But with enduros, I think you just about have to be self-supporting. It would be great to have a full time mechanic like some of the other riders, like I did when I raced for KTM and had Tom Komar (Russell's current wrench) working with me. He was absolutely the best person I had the pleasure to be associated with and was instrumental in my winning the national title in 1987. I will have some help from a friend of mine from New York, Jim Smith, who will be wrenching my bike as well as assisting me at all the national events which will be beneficial to my racing program this year.

TR: Before last year, you were a factory supported Suzuki rider but that really didn't work out. What was the reason for your parting with Suzuki?

Hines: I rode with Husqvarna from 1982 to 1985 and then I jumped on KTM from 1986 to 1990. In my final year with KTM, the factory had financial problems and, despite my excellent working relationship with everyone there, Rod Bush (President of KTM) told me to look around for another opportunity because he didn't know what was going on with KTM's future at the time. Suzuki made me an offer and I'm glad I had the chance to ride for a Japanese company because I thought I owed it to myself to try a Japanese bike and say I raced one once in my career. I had a good experience with it although it was hard dealing with a company the size of Suzuki after being able to



Trying out the Bossman's bike. What is wrong with this picture?

go to the top in my dealings with KTM; and to spend time in Europe at the factory as well as get to know the different personalities at the upper levels. It's not like that with the Japanese manufacturers because you can never get to the top. As far as the machines, they were very good but there was a lot of bad press about my relationship with Randy Hawkins. We were the best of friends going into it but, I feel, it was

very hard for the top two enduro competitors in the country, like Randy and I were at that time, to race against each other and be teammates as well as be in contention for the number one plate. Before Randy hurt his thumb, that was the situation but there wasn't a big scandal or bitter feelings like everyone thought there was between us.

TR: This past winter, there were rumors floating around that you might be involved in a deal with Yamaha. What ever happened with that situation?

Hines: I spoke with Mirage Studios (the creators of the Teenage Mutant Ninja Turtles) and they wanted to get a little more active but they didn't really have the connections within the sport, so I offered my help that way. After hearing about Yamaha's interest in starting up a racing program, I talked to Mike Guerra in the Motorsports division at Yamaha and, because of potential outside sponsorship interest associated with Mirage, he was pretty interested. It was particularly exciting to me but then there was a change of thought with Mirage as they decided to have all their riders competing on Kawasakis because of Dale Quarterly's healthy relationship with that factory (road racing) and keep the continuity of the team on one brand of motorcycle.

TR: Why haven't you ever been approached by Kawasaki/Team Green to compete under their colors?

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Hines: That's a good question. Team Green isn't strong at all in this part of the country. It seems like they really concentrate on the west coast especially with their desert racing effort. I know all the people that run Team Green and have approached them before, but they don't really seem excited about a national enduro program and they don't have anyone campaigning it consistently. In fact, both Duane Conner and Shadd Ricketts have signed on to ride for Husqvarna for the upcoming season after both had long careers at Team Green. Both Duane and Shadd should turn a few heads in the national hare scrambles and GNCC series this year and I'm really excited to have been able to get them on Husqvarna.

TR: Last year, there was a lot of accusations flying around on the national enduro circuit of this rider cutting the course, that rider cheating or another rider enjoying favoritism from a organizing club. What do you think is causing this and do you think the sport is turning more "motocross like" or cut-throat?

Hines: I think that there is a little more money for the top riders coming into the sport, so that tends to make things a little more evil as people will do a lot of things for money. Also, enduros are a funny thing, since if you do know the terrain and what's on the course, it can definitely favor your win. There's a lot of politics involved, where, in motocross, that doesn't matter at all and in hare scrambles it doesn't much matter. I think there are some little games played here or there and some favoritism but I try to look past that unless it's a really blatant. I don't like to be the one who protests any of the events because I feel it puts a dark shadow over our sport.

TR: Next year, America will be hosting the ISDE at the John Zink Ranch in Oklahoma. Given the unique type of terrain that makes up that area and the fact that you probably have more experience with different courses around the world than just about anyone else, what do you think our chances are for a win in both Trophy teams?

Hines: I've ridden 10 Six-Days but both Jeff Fredette and Drew Smith have got me beat as far as actual amount of years competing, with Jeff at 14 and Drew, 15. I do think that we will have an advantage at that race next year, just knowing the little things like the logistics, how long the event will be and where the special tests will be. One major advantage will be that we'll have our own vehicles to work out of instead of rental cars and all the manufacturers will probably be there with their box vans offering support for the riders as well. That terrain down there is very unique as compared to some of the other places I've raced, but we have to organize much like the Europeans do in order to even have a shot. With motocrossers Rodney Smith competing and Guy Cooper showing an interest to qualify, we have a excellent

shot at an overall win, much like Rodney almost did last year, and hopefully we can transfer that into a team victory.

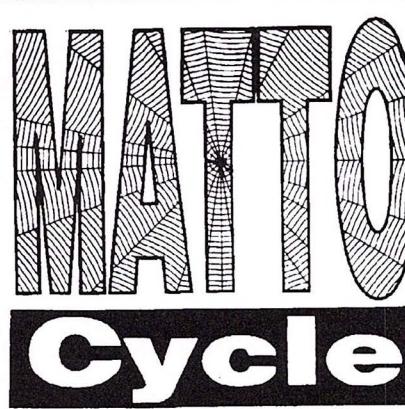
TR: To what do you attribute your longevity and continued competitiveness at the top levels of this sport?

Hines: I would have to say the fact that I haven't broken many bones and try to come back after that type of injury is probably the single most reason. Another reason would probably be that I train very hard and I'm in better shape now than I was back when I started my career. I also totally enjoy riding and competing all over the country and the world, so my enthusiasm level is always very high.

TR: In closing, what keeps you in the New

England region instead of moving to a warmer climate where you can train year-round?

Hines: It's hard to believe but I really do enjoy the weather here in the Northeast. People in other areas of the country laugh at me when I tell them I was practising on the motorcycle in 10 degree weather, but that's part of it. If you look at the Europeans, especially the Swedes, they do the majority of their riding in the winter. I am also lucky enough to have Telleborg as a sponsor so I have their spiked tires at my disposal in the winter. I love the change of the seasons up here and I think we have the best riding in the world right around this area. □



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A TRIBUTE TO DICK BETTENCOURT

by Eric Bergman

A little over a year ago, we noted the passing of Dick Bettencourt, well-known New England Honda dealer and devout trail rider. Dick was known far and wide for his annual Baja excursions, and Eric Bergman, one of Dick's riding partners, felt compelled to pen this tribute to one man's generosity and pass it along to us.

The moral of this story is pretty plain, and one that a number of us picked up on when Dick passed away and we realized he wouldn't be out riding with us any more. That is, that Dick never passed up an opportunity to enjoy himself. He took with him the distinction of having ridden in more wild, out of the way places than you or I feel comfortable dreaming about; and to a number of us, that is the legacy that Dick Bettencourt left behind. "Do it all!" his ghost says to us, "Jump at every opportunity to ride somewhere or something different, because one day it's going to end."

We'd like to think we're doing our best to keep up with him, even now. Here's Bergy's story:

In the fall of 1985, I was getting bored riding local trails and sand pits. My 1982 CR 250 was a tired expert motocrosser's mount, bought for cheap money. I was looking for chain and sprockets in local shops, no luck. So, I picked up a phone book, saw the name Bettencourt's Honda and dialed the number. I was in luck, parts were in stock.

Friday night I drove from Haverhill, Massachusetts, to Bettencourt's Honda and walked into the shop. Looking around, I saw pictures of Baja maps, snapshots of dirt riders in places I could only dream of riding. Meeting Dick Bettencourt the first time was like seeing an old friend. He got the parts from stock and I paid him. Then he began to show me places he rode, asking what type of riding I liked. Soon we were talking about Baja...was he asking me to ride Baja? No way, he doesn't even know me. He did know by the way I talked that I loved dirt riding.

After an hour or two he told me he had room for one more rider on this year's Baja ride and asked if I would be interested in going. My heart beat doubled, the top of my head nearly came unscrewed. I gave



Dick and Sandy at the Leon Dube turkey run, circa 1988. Sandy and Dick's son Dave still run Bettencourt's Honda in Massachusetts.

him my phone number, he said he would call me. That was November 9th. That night, I only got four hours of sleep, thoughts were racing through my mind. This totally blew me away.

Two weeks went by and one night the phone rang. It was Dick. He said if you want to go you'll have to buy gear and a bike. It was two weeks before the support van was to leave for Baja and I met him one night at the shop, taking what money I had saved with me. He sold me everything I needed at cost or below. A new 1985 XR 600 for \$2100, boots, chest protector, even gave me a tool bag, socks, flat repair kit, and a M.S. Gore-tex jacket.

He told me he was hosting his regular Thursday ride on local trails, he said you should come down to break in the new 600. I blew off work, we met at noon and rode some tight local trails. This guy was fast and this was the first time I rode trails south of Boston or anywhere other than my local riding. Two days before we were

to leave for Baja, he told me to come to the shop with my gear and bike so we could load the support van, and I did. The day after Christmas my father drove me to Dick's shop at 4:00 AM. I met the support van driver, Big Al. We finished loading the van and started out toward Ken Maely's ranch in Corona, California. We stopped in Colorado at Wally Dalenbach's (ex-Indy car driver) Ranch to pick up Sherm Cooper's bike. He had left it there after riding the Colorado 500.

Dick and the other riders took flights out, we all met at Ken Maely's Rancho Costa Plente. We began uncrating and setting up the new 600 Hondas for Baja—extra gas tanks, hand guards—seven riders in all. We loaded the bikes on trailers and drove to Ensenada, Mexico.

The first morning riding out of Ensenada on my new XR I was asking myself, is this a dream or what? Much anxiety! We rode the Baja Peninsula top to bottom and back again, zig-zagging from The Sea of Cortez to the Pacific. We devoured large Pacific shrimp and guzzled ice cold Coronas, staying in remote fishing villages. Playing poker at night, talking dirt.

2,200 miles in all, jeep roads, dry lake beds 14 miles long, small canyons and rock gardens from hell.

At the end of riding Baja, we loaded the bikes and drove back to Maely's. Dick got tickets for the Annaheim Supercross. I sat in Honda box seats with CZ factory mechanics who were working for Honda, building Bubba

Shobert's winning flat track racer. They didn't speak English, so we communicated by drinking beers. Lots of beers. This was the first supercross I had ever seen, thanks to Dick.

After the supercross we had a late night

COME TO THE TRAIL RIDE

If you plan on riding at least one NETRA turkey run this year, plan on riding the Dick Bettencourt Charity Trail Ride. This event will occur on October 9th & 10th in Plympton, Massachusetts, and it's also part of the AMA National Dual Sport series. In remembrance of Dick Bettencourt, riders will be treated to at least 200 miles of riding, a banquet Saturday night, and plenty of prizes. All riders must be AMA or NETRA members. For more information, write Dick Ambrosia, 166 White Street, Weymouth, MA 02190, or call Dick at (617)337-8288 or Gordie Coyle at (617)294-8355.

dinner with the likes of Jo Jo Keller and David Bailey. Later that week we met more of Dick's friends from the west coast, Don Draper and Joe Cashly took us riding up in the 8000-foot mountains near California City and Tehatchape, old mining towns.

We all met after riding the desert at Ken Maely's again. The other Baja riders got flights home, Dick flew with Sandy to Las Vegas to get married. Big Al and I drove the support van back to Mass. I arrived home thirty days after the morning we left Dick's shop, unloaded my bike and gear and said good-bye to Big Al. Was this all a dream?

The memories are chiseled in my mind like solid granite, the people I met, the places I visited and rode, all the good times we had.

Six years have gone by, Dick Bettencourt has since passed away. No longer will I see him at Unadilla or Southwick Nationals, or turkey runs saying "Hey Bergy, how's it going?" He turned me on to NETRA and turkey runs, which has really opened my eyes to what excellent organized riding we have in New England. All in all, if it wasn't for Dick Bettencourt, my life would not be as full as it is now. Thank you Dick Bettencourt; rest easy.

A friend forever,
Eric Bergman



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Quicksilver Enduro

Roeseler rips in Clear Creek

by Merrill Hoekstra, New England expatriot

Record rainfall in California and hard work by the Salinas Ramblers Motorcycle Club combined for excellent trail conditions at the opening round of the 1993 National Enduro circuit. Race day saw clear skies and 60 degree temperatures as the top contenders lined up to do battle; but Team Green Ace Larry Roeseler once again proved he may be the best off-road rider alive. The Eastern reader may infer from Roeseler's victory that the Quicksilver National was nothing more than a California desert race with checkpoints, but that would not do justice to a genuine enduro—California style.

It is true what you've heard, there are several District 37 enduros with insane speed averages, one even has an eighty-eight miles per hour section, about a mile and a half per minute, and it is true that Roeseler or Danny Hamel might even zero that section on a good day. The Quicksilver, however, is a District 36 event, held in the "other" part of the state, the part that has trees and mud. This was no race where you could simply swap your sprockets and pin the throttle.

The enduro covered 92 miles in two nearly continuous loops that stretched the limits of more than a few gas tanks. The start/finish and campground were all on SRMC-owned land in the midst of Bureau of Land Management-controlled national forest. Unlike New England, in California there aren't any little towns nearby, nor are there any well-traveled roads in the area, so all that is needed is a spark arrestor and green sticker to make a bike legal. On the other hand, there are also no gas stations, food or drinking water for miles, so you better come prepared. A broken bike cannot simply be loaded onto a truck if there are no roads, in fact three bikes actually

spent the night on the trail.

Since any bike can be made green sticker legal, a lot of riders show up with "enduroized" motocrossers that have been meticulously converted to woods bikes by a specialty shop known only as "Sparky." This hot set-up was seen under more than one SoCal rider begging gas, dog paddling, dragging or carrying their burnt-clutch bikes out of the woods, confounded by the lack of dirt between the rocks. In California



Crossing Clear Creek's namesake on the way to a reset. Threat of asbestos notwithstanding, Clear Creek is one of the neatest places to ride in central California. Kevin Hines (right) worked out of his trunk for a fourth overall.

for some reason when it rains the dirt (and thankfully the dust) just disappears, leaving only the rocks behind on the trail. There was only one legitimate mud bog in the entire 92 miles, so the geologist is stumped. Where does all the dirt go?

The trail itself ranged in elevation from 2500 to 5000 feet, at times rising over a thousand feet in a wide-open straight line of sand whoops. Imagine climbing two Pat's Peaks stacked on top of each other with the moguls all covered in sand. Other times the climbs were endless, winding single-tracks and off-camber uphill turns.

Momentum was crucial. Cresting these hills, most of the almost 200 B and C riders were less than psyched when they saw that the way down was not sandy at all, but instead was hard ground lined with

encrusted tank-high erosion ruts from the previous week's runoff. A wrong choice of rut at the top could mean real pain midway down when the chasm abruptly changed directions or the rider in front stopped instantly with his bike wedged between the sides of the small gorge. Elsewhere the trail was truly excellent and dustless. The water crossings had solid ground underneath, knobbies could actually grip the rain-softened soil and the views from the top were absolutely magnificent if you had time to look around.

A few enormous erosion scars were not enough to spoil trailboss Billy Waltrip's creation of what most considered the best Quicksilver in years. The trail crew cut some fine tight trails among the manzanita trees (basically stout bushes that tend to shred jerseys) and took advantage of several moist and rocky creek beds in an effort to squeak some points out of the AA

riders without going overboard and DNF'ing all the regular people. As usual, the national riders wanted more difficulty, but the club pointed out that the B and C riders are the ones who fund the event, so it wouldn't be right to punish all of

them. The heavy rains in January had pre-entries so low the club feared they would lose money, but the 102 post entries saved the day for the SRMC, plus they got to participate in a really great race.

The factory teams always make themselves available for advice or just chatting at these races. With so much support in nearby Southern California, the Kawasaki and Suzuki teams had a particularly high profile. The Kawie pits were especially generous with nuts and bolts, and even broke out the welder to repair a cracked pipe discovered the evening before the event by the owner of a 4-year old KX250.

In contrast to these teams physical presence, but still just as competitive, was Kevin Hines who was working out of the trunk of his rental car. For West Coast



events Kevin often carries out his suspension on the airplane, and mounts it on a borrowed bike here. This year he tried to ship his entire bike, but it got lost somewhere in Wyoming, so he ended up on a box-stock Husky 250 from a local dealer for the race.

The approachability of riders at Enduros provides a stark contrast to that at a National motocross event. All these AA pilots were more than willing to speak with anyone who might be interested. These guys are way underpaid.

District 36 computer ace Derrick Morris nearly had the race results tabulated in time to hand out trophies, but in the tradition of enduros everywhere his computers crashed and he only handed out six trophies after the race. The early winter sunset and cool temperatures saw most racers hitting the road early. Once in, the results showed both the superhuman abilities of the top riders and the parity of skill that exists at their level. After Roeseler, with only 3 points, Jeff Russell (KTM), Kelby Pepper (KTM) and Kevin Hines (Hus) were only separated by two seconds. The SRMC had to use a double tiebreaker to decide between Hines and Pepper, with Kelby getting the nod by eight seconds at an added tiebreak check. Randy Hawkins and Steve Hatch, both on Suzukis rounded out the top six with 6 points each. Top A rider was Team Green's Jimmy Lewis who dropped only 8 points, Hi-point B was Brian Fiscalini

(KTM) with 39, and Kirk Young (Hon) won the C class with a score of 95.

As it seems with all great fun, the government is seeking to shut down this superb riding area. There are no special turtles, birds, frogs or little fish here. No, this is California, home of unique land closure actions, so the threat is asbestos. Believe it or not, the BLM actually suggests that all riders wear protective masks while riding

in this area to protect them from naturally occurring asbestos dust. My opinion is that if off-roaders are so threatened by asbestos, perhaps special asbestos-free areas should be set aside so that we can ride safely. I'll volunteer any of the hundreds of horse trails a mile from my house. Until then, write your local BLM ranger, congressman, then go riding! □

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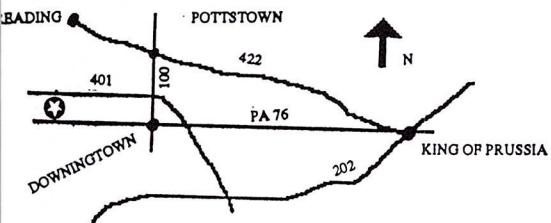
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ENDURO CAMPING

By Mark Uth

Your basic enduro lasts about 4 hours. If you start to add up all of the time spent preparing your bike and body and getting to and from the site of the event, you'll quickly discover that as much as 90 percent of the "enduro experience" is actually spent out of the saddle (not counting involuntary soil sampling). Long hours are often spent in your trusty bike hauler driving to far away events to compete and test the local flora.

Once arriving, some opt for a cushy (and probably pricey) hotel room in which to crash and burn. The majority of non-local racers, however, go for outdoor adventures, camaraderie, and, dare I say, male bonding by "roughing it" via the familiar family camping routine. Excellent times can be had by camping at the starting areas of some enduros. On the other hand, poor planning could adversely effect the day's outcome even before the



Here Mike Armbruster demonstrates several improper techniques for enduro camping. Perhaps this is why it took him 6 years to graduate from the C class.

first whiff of premix is in the air. We here at Trail Rider have had plenty of those forgettable experiences and therefore may speak with some authority regarding how to best avoid potential distractions associated with poor camping practices. Give them a try.

1. Make a List: You make a list for your riding equipment, right? If you forget your sleeping bag, you might as well have forgotten your boots. Give your brain a rest.

2. Be Prepared for Inclement Weather: Always pack a tarp or sheet of plastic that can be rigged as a canopy—bring extra string, twine and/or rope. You can't spend the 20 hours previous to the start cooped up in your tent or truck. Use a ground cloth (another sheet of plastic) beneath the floor

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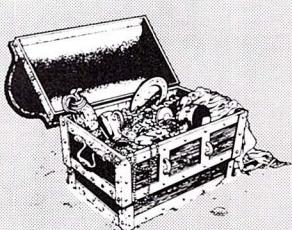
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of your tent. Bring a small portable heater if you can. A propane or butane type typically used for backpacking can make all the difference during cool mornings or when changing out of soggy riding gear.

3. Arrive in Daylight: Ever read the directions for setting up a tent? Ever try to find firewood in the dark? Ever wake up in the middle of the night to find that you've pitched your tent over a termite nest? Ever catch an Appalachian sunset from a mountain top vantage point? Try the latter; use daylight to avoid the former.

4. Make Yourself Comfortable: Sleep on the cold, hard ground and you'll find yourself sore and stiff before the first roost. Use an air mattress or some other sort of sleeping pad; your back will thank you. Bring folding chairs, tables and lounges. You don't want to be sitting and/or eating off the ground all weekend, do you? Bring a decent tent in which you're able to stand. It's much better to be able to change inside the tent, rather than outside, in plain sight of your next door "neighbor's" 4-year old.

5. Meals and Food: Eat the local fare. It supports the club or host activity, and allows you to think about other things, like perhaps racing. If you do plan to do some cooking keep it simple. Use throw away plates, utensils, etc. Use aluminum foil for cooking where possible.

* Bring all eatables with you. Don't plan

on wandering around looking for a supermarket after you've arrived.

* Know what's permitted. Don't plan on open fires if they're not allowed—in many State Forests open fires are either restricted or outright banned. If you don't know what's allowed, call the info number advertised, that's what it's for.

* Bring plenty of water. Many start areas offer only primitive camping (read: no running water). A five-gallon jug will easily meet your cooking and cleaning needs for the weekend.

6. Watch Your Backside! Many a time-honored enduro prank is derived from some sort of unauthorized last minute "adjustments" made to a friend or teammate's bike. Don't get caught.

7. Plan On Packing Up After The Race. You'll probably be too busy in the morning worrying about what your riding buddies did to your bike the previous night.

8. Be Considerate. Tents don't offer much sound dampening capabilities and many competitors bring the whole family along, including young children. You don't have to be saints though; after all, we're all dirt bikers.

9. Have Fun. Remember, unlike our ancestors, at least we all have a nice warm house to go home to. Kinda puts things in perspective. □

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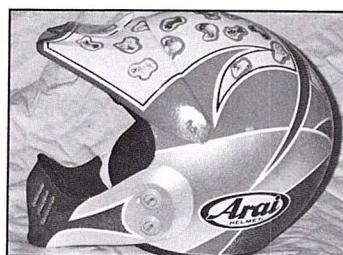
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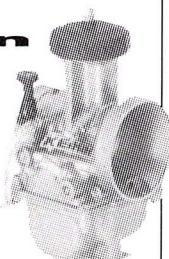
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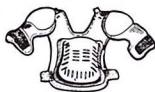
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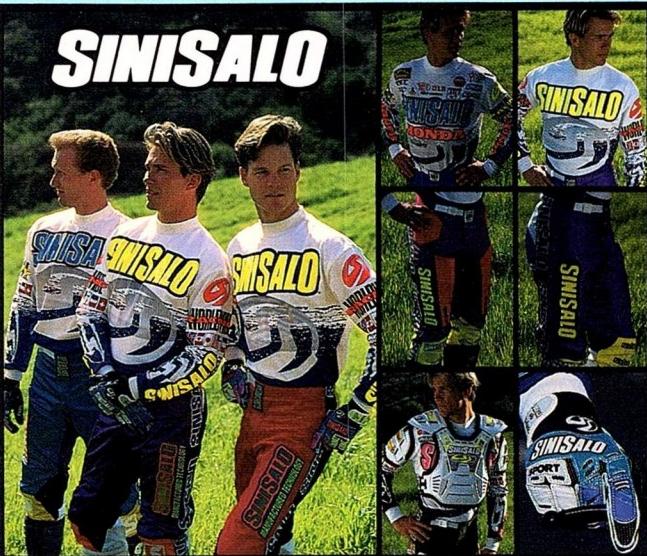
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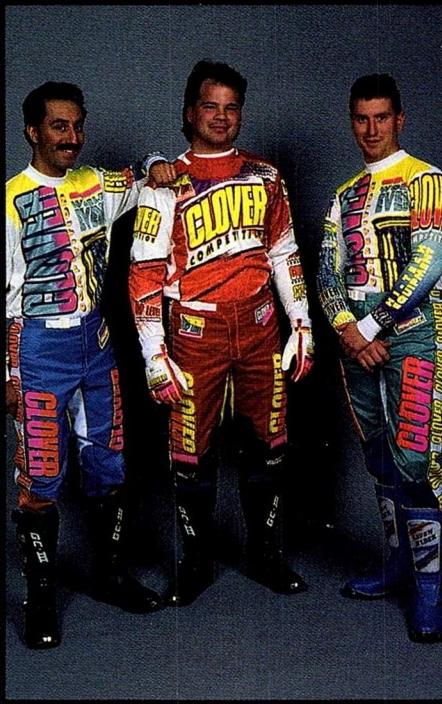
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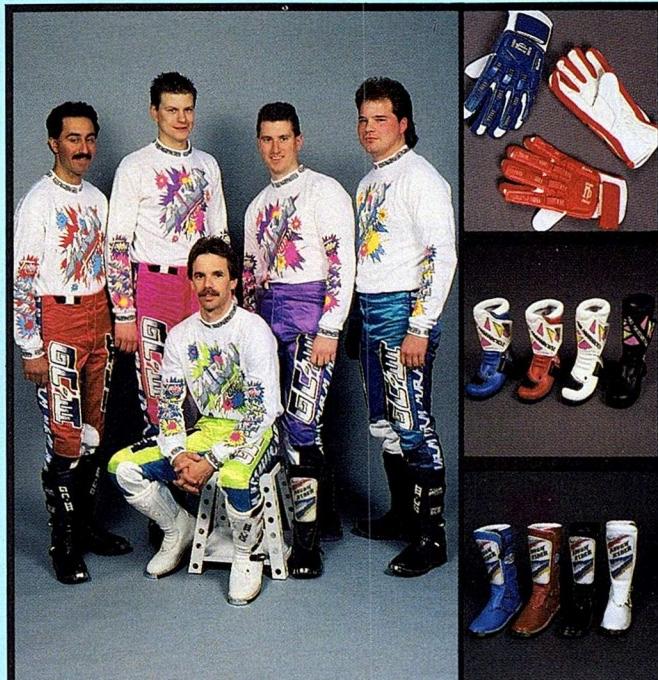


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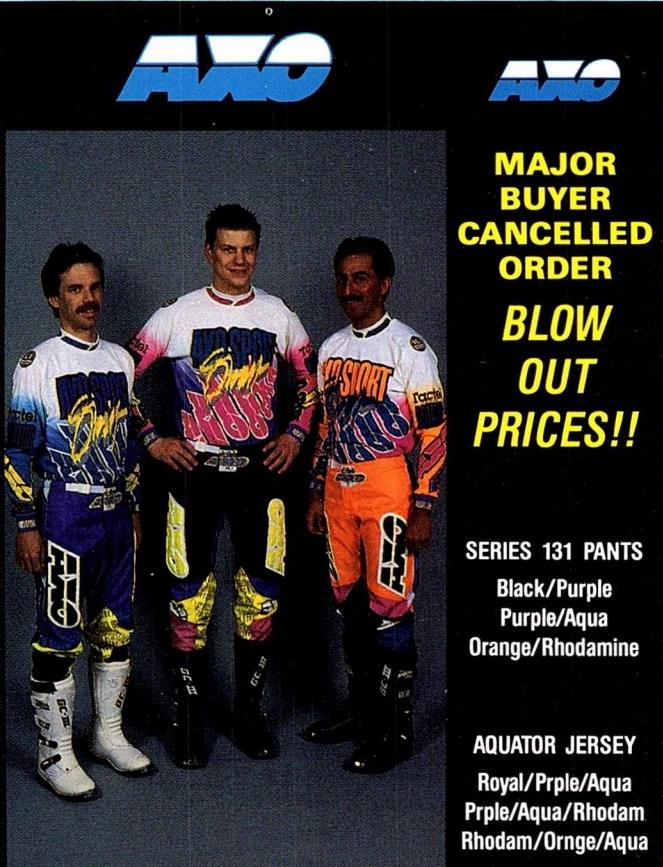
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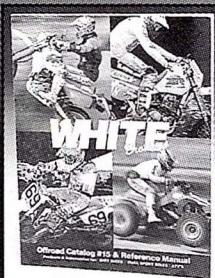
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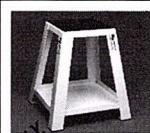
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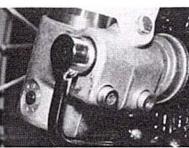
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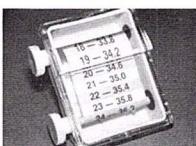
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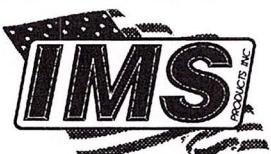
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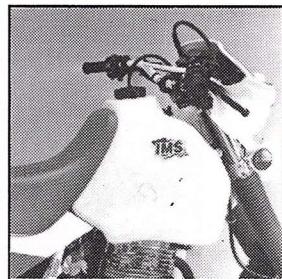
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TRAIL RIDER TOOLBOX

by Mark Uth

Synthetic Engine Lubes

Bike transmissions have really come a long way toward increased longevity and reliability. Quite frankly, it's gotten to the point that as long as your ring dinger has the proper amount of quality oil in the tranny, failures are a rarity. Now I'm sure that manufacturers of "bike only" type transmission oils could make a case for their product, espousing even longer transmission life. Fact is though, use a quality national brand motor oil in today's two stroke transmissions and you can expect longevity far in excess of most other bike/motor components.

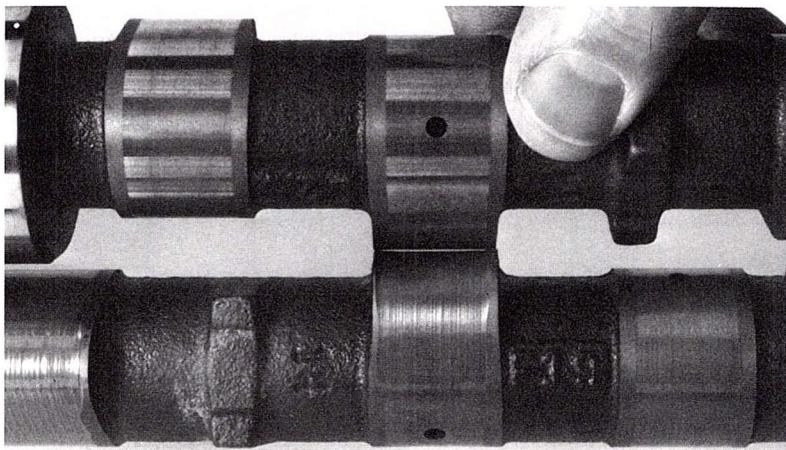
Unfortunately this might not be enough, as even quality petroleum-based motor oils are ravaged by taxing conditions inherent to four stroke dirt bikes. Four stroke motors place greater demands on oil, requiring the same oil to lubricate the cylinder, piston and valve train—as well as the transmission—all the while degrading its performance through mixing with combustion by-products. Our recent *<M> Trail Rider dual sport projects* made plain another particularly bothersome four stroke trait—motors often run hot, literally on the verge of meltdown.

Luckily, petroleum companies have identified this problem and come up with synthetic motor oils that lubricate better even under tough conditions. Conventional petroleum based motor oils are made up of molecules of widely varying sizes. The larger molecules tend to solidify at low temperatures whereas the smaller ones boil off at higher temperatures. This results in varying lubrication performance characteristics. Synthetic motor oils boast better (lower) viscosity during cold starts, less viscosity creep under elevated temperatures and greater resistance to breakdown resulting in increased oil longevity. They achieve this improvement through the use of a

more homogeneous mix of artificially constructed molecules.

At first we were skeptical as to how much of a difference a synthetic motor oil would make, and as it turns out, it's a helluva lot. The picture (courtesy of Mobil Oil Corporation) shows identical cams from identical engines, each run continuously for 576 hours (24 days) under varying load conditions. The motor from which the top cam was removed was run using Advanced Formula Mobil 1 synthetic motor oil, while the other cam was run in a motor lubricated with a quality national brand petroleum-based (conventional) motor oil.

The results speak for themselves. Motors run long and hard benefit greatly from the



The camshaft on top was lubricated with Mobil 1 synthetic oil, the one on the bottom was run in conventional oil. Both engines were run for 24 days straight, and the bottom cam is toasted. Photo courtesy of Mobil Oil Corporation.

added protection of synthetic motor oils and will no doubt increase the life of your motorcycle's engine components too.

So, before all you thumper fans run out to Pep Boys and purchase some synthetic motor oil for your bike, a few words on what to buy are in order. First, expect to pay about four times as much for a quart of synthetic motor oil versus quality conventional motor oil (about \$4 a quart). Secondly, things are not as straight forward as they were a few years back when Mobil 1 was the only synthetic oil on the market. There are currently numerous manufacturers peddling "synthetic" motor oils of varying grades, and even some of the OEM bike manufacturers have pasted their name on a quart or two. Without a doubt, all will offer advantages over conventional motor oils. However, not all synthetic motor oils offer equivalent performance. Be aware that not all claimed synthetic oils

are 100% synthetic—some refiners blend synthetic motor oil with conventional motor oil which will provide performance inferior to the pure bred product. Although we don't want to sound like a mouth piece for Mobil Oil, the data that we've reviewed suggests that the performance of Advanced Formula Mobil 1, which is Mobil's second generation synthetic motor oil, is unsurpassed by any of the other synthetic motor oils currently sold in auto parts stores.

All synthetics will deliver better lubrication at higher operating temperatures than standard oil, but you may want to check out motorcycle-specific synthetic formulas from Maxima, Bel-Ray, Torco and many other motorcycle lubricant suppliers. The one advantage a motorcycle formula may have is higher temperature protection. Read the labels, and compare.

Another potential deciding factor will be the various motor oil grades (viscosity) offered by a given refiner. All synthetic motor oils are offered as multigrade products. It's easy to get into heated discussions regarding optimal oil weights, some bike mechanics preferring straight grades while others prefer multigrades. My two cents (and that's about what this opinion is worth) is that I've always preferred multigrades due to their greater viscosity at

higher temperatures. Greater viscosities beget thicker lubrication films. Most synthetic motor oils are offered in a 10W-30 weight, which is popular in the automotive world due to its lower viscosity and subsequent fuel economy improvements. Except for cold weather riding, I'd look for something thicker. Mobil offers a 15W-50 that would probably be fine all summer long, and during mild winters, as well. Castrol's synthetic product is offered in a 5W-50 weight that could probably be used year round.

A final note. One of the selling ploys used by synthetic oil makers is that it requires less frequent oil changes. For motorcycle applications, especially competition, stick to the same rigorous oil change schedule you use with conventional oils. Even at \$4 a quart, oil is way cheaper than transmission or valve train components. □

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